

VIA HAND DELIVERY

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233975

March 21, 2013

Victoria Rutson, Chief
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW, Room 1106
Washington, DC 20423

ENTERED
Office of Proceedings
March 26, 2013
Part of
Public Record

Re: *Missouri Central Railroad Company - Abandonment Exemption - Cass, Johnson, Henry and Pettis Counties, Missouri, STB Docket AB-1068 (Sub-No. 1X) and Central Midland Railway Company - Discontinuance of Service and Operating Rights Exemption - in Cass, Henry, Johnson, and Pettis Counties, Missouri, STB Docket AB-1070 (Sub-No. 1X)*

Dear Ms. Rutson:

Please find enclosed for filing six (6) hard copies and one electronic copy of the Environmental and Historic Reports pursuant to 49 C.F.R. Part 1105 for Missouri Central Railroad Company and Central Midland Railway Company. A copy of the transmittal letter pursuant to 49 C.F.R. § 1105.11 is also enclosed.

Missouri Central and Central Midland anticipate filing appropriate Notices of Exemption seeking authority to abandon and discontinue service approximately 42 miles of railroad line on or about May 20, 2013.

Please contact me if you have any questions. Thank you for your assistance.

Yours very truly,



Sandra L. Brown
Thompson Hine LLP
Suite 700
1919 M Street, NW
Washington, D.C. 20036
(202) 263-4101 (telephone)
(202) 331-8330 (facsimile)
Attorney for Missouri Central Railroad Company

cc: Parties on the Service List

March 21, 2013

Surface Transportation Board
State Clearinghouse (or alternate)
State Environmental Protection Agency
Head of County (Planning)
Environmental Protection Agency
(regional office)
U.S. Fish and Wildlife

National Geodetic Survey
National Park Service
U.S. Natural Resources
Conservation Service
State Historic Preservation Office
U.S. Army Corps of Engineers

Re: Proposed Abandonment and Discontinuance of Service of 42 miles of Missouri Central Railroad Company track in Cass, Johnson, Henry and Pettis Counties, Missouri, STB Docket AB-1068 (Sub-No. 1X) and STB Docket AB-1070 (Sub-No. 1X)

To Whom It May Concern:

The Missouri Central Railroad Company ("MCRR") is planning to file a Notice of Exempt Abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 42 mile line of railroad between milepost 257.283 in Cass County, Missouri and milepost 215.325 in Pettis County, Missouri in STB Docket No. AB-1068 (Sub-No. 1X).¹ The Central Midland Railway Company ("CMR") is planning to jointly file a Notice of Exemption to Discontinue service and operating rights over the same rail line in STB Docket No. AB-1070 (Sub-No. 1X).

Enclosed is a Combined Environmental and Historic Report ("Report") which describes the proposed actions and other pertinent environmental and historic information. A map of the impacted rail line is attached to the Report as Exhibit No. 1. A list of agencies receiving this Report can be found in the Service List at the end of the Report.

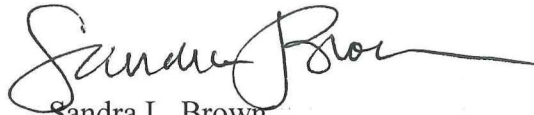
We are providing this Report so that you may review the information that will form the basis of the STB's independent environmental and historical analysis of these proceedings. If you believe any of the information is misleading or incorrect, if you believe that pertinent information is missing, or if you have any questions about the STB's environmental and historic review process, please contact their Office of Environmental Review ("OEA"), at the Surface Transportation Board, 395 E Street, S.W., Washington, D.C. 20423, telephone number (202) 245-0295, and refer to the above docket numbers.

¹ The State of Missouri is interested in establishing a trail on the right-of-way, and MCRR is willing to negotiate rail-banking the line pursuant to the National Trails System Act at 16 USC § 1247(d). The trail would be separate action by the State and would be an extension of a trail currently being developed on the previously abandoned portion of the MCRR right-of-way between mileposts 262.906 and 257.283.

Because the applicable statutes and regulations impose stringent deadlines for processing this action, your written comments to OEA (with a copy to the undersigned) would be appreciated within three (3) weeks. Your comments will be considered by the STB in evaluating the environmental and historic preservation impacts of the proposed abandonment and discontinuance of service.

If you have any other questions concerning this proposal, please contact me per the contact information below. Thank you for your assistance.

Yours very truly,



Sandra L. Brown
Thompson Hine LLP
Suite 700
1919 M Street, NW
Washington, D.C. 20036
(202) 263-4101 (telephone)
(202) 331-8330 (facsimile)
Attorney for Missouri Central Railroad Company

Enclosure (Report)

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-1068 (Sub-No. 1X)

**MISSOURI CENTRAL RAILROAD COMPANY
-- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION --
IN CASS, HENRY, JOHNSON, AND PETTIS, COUNTIES, MISSOURI**

Docket No. AB-1070 (Sub-No. 1X)

**CENTRAL MIDLAND RAILWAY COMPANY
-- DISCONTINUANCE OF SERVICE AND OPERATING RIGHTS EXEMPTION --
IN CASS, HENRY, JOHNSON, AND PETTIS COUNTIES, MISSOURI**

COMBINED ENVIRONMENTAL AND HISTORIC REPORT

Dated: March 21, 2013

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

Docket No. AB-1068 (Sub-No. 1X)

**MISSOURI CENTRAL RAILROAD COMPANY
-- ABANDONMENT AND DISCONTINUANCE EXEMPTION --
IN CASS, HENRY, JOHNSON, AND PETTIS COUNTIES, MISSOURI**

Docket No. AB-1070 (Sub-No. 1X)

**CENTRAL MIDLAND RAILWAY COMPANY
-- DISCONTINUANCE OF SERVICE AND OPERATING RIGHTS EXEMPTION --
IN CASS, HENRY, JOHNSON, AND PETTIS COUNTIES, MISSOURI**

COMBINED ENVIRONMENTAL AND HISTORIC REPORT

The Missouri Central Railroad Company ("MCRR") and Central Midland Railway Company ("CMR") (collectively "railroads") submit this Combined Environmental and Historic Report, pursuant to 49 CFR §§ 1105.7(e) and 1105.8(d), for an exempt abandonment and discontinuance of service over an approximately 42-mile rail line between milepost 257.283 (near Wingate in Cass County, Missouri) and milepost 215.325 (near Windsor in Pettis County, Missouri). The rail line proposed for abandonment crosses U.S. postal service zip codes 64080, 64061, and 64040 in Cass County; U.S. postal service zip codes 64061, 64040, 64733, 64726, 64761, and 65360 in Johnson County; and U.S. postal service zip code 65360 in Henry County and Pettis County. Appropriate Notices of Exemption to abandon and/or discontinue service on the Line by the railroads pursuant to 49 CFR § 1152.50 (no local traffic for at least two years) will be filed on or after May 20, 2013.

A map of the rail line is attached at **Exhibit No. 1**. MCRR's consultation letter to federal, state, and local government agencies, dated February 15, 2013, is attached at **Exhibit No. 2**. The entities listed below were consulted and any responses received to MCRR's consultation letter are also attached and sequentially numbered as indicated below:

- State Clearinghouse, response dated March 5, 2013, see **Exhibit No. 3**
- State Environmental Protection Agency, no response to date
- Head of Cass County (Planning), no response to date
- Head of Henry County (Planning), no response to date
- Head of Johnson County (Planning), no response to date
- Head of Pettis County (Planning), no response to date
- Environmental Protection Agency (regional office), no response to date
- U.S. Fish and Wildlife, response dated March 1, 2013, see **Exhibit No. 4**
- National Geodetic Survey, no response to date
- National Park Service, no response to date
- U.S. Natural Resources Conservation Service, no response to date
- State Historic Preservation Office, no response to date
- U.S. Army Corps of Engineers, response dated March 7, 2013, see **Exhibit No. 5**

ENVIRONMENTAL REPORT

49 CFR § 1105.7(e)

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

Response: The proposed action involves the abandonment and discontinuance of service on approximately 42 miles of rail line (the “Line”) between milepost 257.283, near Wingate in Cass County, Missouri, and milepost 215.325, near Windsor in Pettis County, Missouri. MCRR proposes to abandon the Line. CMR proposes to discontinue service and operating rights under its lease for the Line. The Line proposed for abandonment crosses U.S. postal service zip codes 64080, 64061, and 64040 in Cass County; U.S. postal service zip codes 64061, 64040, 64733, 64726, 64761, and 65360 in Johnson County; and U.S. postal service zip code 65360 in Henry County and Pettis County. A map is attached at **Exhibit No. 1**.

There has been no local or overhead traffic on the Line for more than two years, and no formal complaint regarding cessation of service has been filed, is pending, or has been decided in favor of a complainant within that period. There are no commodities transported by the Line.

Abandonment and discontinuance of service and operating rights authority is being sought for this Line because the applicable standards have been met and the Missouri Department of Natural Resources (“MDNR”) has indicated its interest in building a trail on the Line pursuant to the National Trails System Act, and the railroads understand that MDNR plans to file a request for Notice of Interim Trail Use (“NITU”) under 16 USC § 1247(d) and 49 CFR § 1152.29.

When the abandonment and discontinuance exemptions becomes effective, MCRR plans to remove the rails, ties, and other track materials for salvage. Structures such as bridges and culverts and ballast will remain in place. Given the lack of rail service on the Line, abandonment of the Line would not cause any change in MCRR’s or CMR’s operations. Abandonment and discontinuance will mean that MCRR and CMR will no longer have to engage in ownership or maintenance costs of the Line. Alternatives to abandonment include sale of the Line and

retaining the Line as an active rail line. However, these alternatives would be problematic because MCRR and CMR would incur uncovered opportunity and other holding costs by retaining this Line and there has been no traffic or reasonable request for service in many years despite the railroads' prior efforts to develop traffic on the Line. The area served by the Line is in very close proximity to a roughly parallel rail line owned and operated by the Union Pacific Railroad Company. Moreover, retaining the Line would prevent the Missouri state government, through the MDNR, from implementing its trail-building plan. Retaining the Line would also cause MCRR to suffer lost opportunity costs of salvaging the Line's rail assets.

Based on information in MCRR's possession, the Line proposed for abandonment and discontinuance does not contain federally granted right-of-way.

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

Response: Given that no overhead or local traffic currently uses the Line, and has not done so for several years, the proposed abandonment and discontinuance will have no effect on regional or local transportation systems and patterns. Consequently, the proposed abandonment and discontinuance will not cause any diversion of traffic to other transportation systems or modes.

(3) **Land Use.**

- (i) Based on consultation with local and/or regional planning agencies and/or a review of the official planning documents prepared by such agencies, state whether the proposed action is consistent with existing land use plans. Describe any inconsistencies.
- (ii) Based on consultation with the U.S. Soil Conservation Service, state the effect of the proposed action on any prime agricultural land.
- (iii) If the action effects land or water uses within a designated coastal zone, include the coastal zone information required by 49 CFR § 1105.9.

- (iv) If the proposed action is an abandonment, state whether or not the right-of-way is suitable for alternative public use under 49 USC § 10905 and explain why.

Response: (i) MCRR is unaware of any inconsistency between the proposed abandonment and discontinuance and existing local or regional land use plans. In fact, the proposed abandonment and discontinuance is consistent with the State of Missouri's stated desire to develop a trail. The County Commissioners' Offices in Cass County, Henry County, Johnson County and Pettis County have been contacted, and no response has been received to date.

(ii) The Natural Resource Conservation Service has been contacted, but no response has been received to date.

(iii) The proposed abandonment is not in a designated coastal zone.

(iv) The property proposed for abandonment may be suitable for development as a trail, given the interest and plans of the MDNR. It is expected that MDNR will file a request for NITU on or about the same date that the railroads file their Notices of Exemption.

(4) **Energy.**

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

Response: (i) The proposed abandonment and discontinuance will have no effect on the transportation of energy resources because no rail traffic has used the Line for several years.

(ii) The proposed abandonment and discontinuance will have no effect on recyclable commodities because no rail traffic has used the Line for several years.

(iii) The proposed abandonment and discontinuance will not result in a decrease in overall energy efficiency because no rail traffic has used the Line for several years.

(iv)(A)(B) There will be no rail-to-motor carriage diversion because no rail traffic is currently using the Line.

(5) **Air.**

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

- (A) an increase in rail traffic of at least 100% (measured in gross ton miles annually) or an increase of at least eight trains a day on any segment of rail line affected by the proposal, or
- (B) an increase in rail yard activity of at least 100% (measured by carload activity), or
- (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on any affected road segment, quantify the anticipated effect on air emissions. For a proposal under 49 U.S.C. § 10901 (or § 10505) to construct a new line or reinstitute service over a previously abandoned line, only the eight train a day provision in §§ (5)(i)(A) will apply.

Response: The proposed abandonment and discontinuance will not result in increases in rail traffic, rail yard activity, or truck traffic as described above because no rail traffic is currently using the Line and the abandonment and discontinuance of service means that there would be no future rail traffic on the Line.

(5) **Air.**

- (ii) If the proposed action affects a class 1 or nonattainment area under the Clean Air Act, and will result in either:
 - (A) an increase in rail traffic of at least 50% (measured in gross ton miles annually) or an increase of at least three trains a day on any segment of rail line, or
 - (B) an increase in rail yard activity of at least 20% (measured by carload activity), or
 - (C) an average increase in truck traffic of more than 10% of the average daily traffic or 50 vehicles a day on a given road segment, then state whether any expected increased emissions are within the parameters established by the State Implementation Plan. However, for a rail construction under 49 U.S.C. § 10901 (or 49 U.S.C. § 10505), or a case involving the reinstitution of service over a previously abandoned line, only the three train a day threshold in this item shall apply.

Response: The proposed abandonment and discontinuance will not result in increases in rail traffic, rail yard activity, or truck traffic as described above because no rail traffic is currently using the Line and the abandonment and discontinuance of service means that there would be no future rail traffic on the Line.

(5) **Air.**

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

Response: The proposed abandonment and discontinuance will not involve transportation of ozone depleting materials.

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

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

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

Response: The thresholds in item (5)(i) will not be surpassed. Therefore, this section is not applicable.

(7) **Safety.**

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

Response:

(i) The proposed abandonment and discontinuance will have no harmful effects on public health and safety.

(ii) The proposed abandonment and discontinuance does not involve the transportation of hazardous materials.

(iii) MCRR is not aware of any hazardous waste site or spill on the right-of-way.

The U.S. Environmental Protection Agency ("EPA") and MDNR were consulted and no response has been received to date.

(8) **Biological resources.**

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

Response:

(i) The U. S. Fish and Wildlife Service was contacted, and has responded that “no federally listed species, candidate species, or designated critical habitat occurs within the project area and that the action will have negligible impacts on wetlands, migratory birds, and other priority fish and wildlife resources.” See **Exhibit No 4.**

(ii) Based on site investigation, the Line proposed for abandonment and discontinuance does not pass through wildlife sanctuaries or refuges or National or State parks or forests. Thus, no adverse effects to these habitats are anticipated.

(9) **Water.**

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

Response:

(i) There are no plans by the railroads to remove or alter the contour of the roadbed underlying the rail line. The abandonment and discontinuance involves no plans to

undertake in-stream work, or dredge and/or use fill materials and thus water quality impacts are not expected in connection with the proposed action. Consultation letters were sent to MDNR and the regional office of the EPA, and no response was received to date.

(ii) There are no plans by the railroads to remove or alter the contour of the roadbed underlying the rail line. The abandonment and discontinuance involves no plans to undertake in-stream work, or dredge and/or use fill materials. No discernible effects on either 100-year flood plains or adjacent wetlands are expected in connection with the proposed abandonment and discontinuance. Consequently, the railroads do not believe a Section 404 permit will be required in connection with the proposed abandonment and discontinuance. The U.S. Army Corps of Engineers has been contacted and their response included a statement that “if the proposed improvements do not require the discharge of dredged or fill material in any waters of the United States, including wetlands, a [Department of the Army] permit will not be required.” See **Exhibit No 5**.

(iii) There are no plans by the railroads to remove or alter the contour of the roadbed underlying the rail line. The abandonment and discontinuance involves no plans to undertake in-stream work, or dredge and/or use fill materials. There should be no significant effects to water quality and no need to acquire a Section 402 permit in connection with the proposed abandonment and discontinuance. Consultation letters were sent to MDNR and the regional office of the EPA, and no response was received to date.

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

Response: Abandonment and discontinuance of service of the Line is not expected to have adverse environmental impacts as only minimal physical activity may occur from the

abandonment and discontinuance, such as removal of rail assets; therefore, no mitigation measures are proposed or necessary.

HISTORIC REPORT

49 CFR § 1105.8(d)

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

Response: A U.S.G.S. topographic map showing the location of railroad structures that are 50 years old or older is attached at **Exhibit No. 6A, 6B & 6C.**

(2) A written description of the right-of-way (including approximate widths to the extent known), and the topography and urban and/or rural characteristics of the surrounding area:

Response: The right-of-way is typically 100 feet in width with some areas as narrow as 48 feet and a few areas where the right-of-way is 300 feet wide. The right of way passes through rural areas of eastern Cass County, southern Johnson County, extreme northeastern Henry County and approximately a mile into southwestern Pettis County. Farming is the predominant land use in the area, though the Line does pass near the small towns of Chilhowee, Leeton, and Windsor. The topography of the land is generally flat with minor rolling hills.

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

Response: MCRR has been working with the Missouri State Historic Preservation Office (SHPO) to develop reports and photographs of each of the structures on the property that are 50 years old or older and document the surrounding area. Photographs of the structures that are believed to be 50 years old or older that have been exchanged between SHPO, MDNR and MCRR are attached as **Exhibit No. 7A & 7B.** The State Historic Preservation Office has previously stated that the whole rail corridor and structures are potentially eligible for listing on the National Register of Historic Places. See STB Docket No. AB-1068X; *Missouri Central Railroad Company – Abandonment and Discontinuance – In Cass County, Missouri.* MCRR and SHPO continue to consult as plans move forward for the abandonment of this approximately 42 mile railroad right-of-way. MCRR will not alter the historic integrity of any historic

structures within the right-of-way and intends to preserve the right-of-way via rail-banking and thus MCRR believes that the proposed abandonment and discontinuance would not adversely affect National Register of Historic Places (National Register) historic properties located within the right-of-way.

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

Response: A list of bridges and culverts with their dates of construction are listed in **Exhibit No. 8**, which is attached.

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

Response: The subject Line is part of a corridor known as the former Rock Island line. The Rock Island line was part of the Chicago, Rock Island and Pacific Railroad Company, which became bankrupt in the 1970's. The Rock Island line was purchased from the bankruptcy trustee by Southern Pacific Transportation Company ("SP") in 1980 through its subsidiary the St. Louis Southwestern Railway Company. St. Louis Southwestern Railway Company – Purchase (Portion) – William M. Gibbons, Trustee of the Property of Chicago, Rock Island and Pacific Railroad Company, Debtor, ICC Docket No. 28799 (Sub-No. 1), 363 ICC 320 (1980). SP eventually proposed abandoning a large section of the former Rock Island line in 1993, including the Line. The St. Louis Southwestern Railway Company – Abandonment Exemption – in Gasconade, Maries, Osage, Miller, Cole, Morgan, Benton, Pettis, Henry, Johnson, Cass, and Jackson Counties, MO, ICC Docket No. AB-39 (Sub-No. 18X) (published in Federal Register on Nov. 8, 1993 at 58 FR 59278). However, that abandonment proceeding was later dismissed and abandonment did not occur. The Union Pacific Railroad Company acquired the Line in 1996 as part of its merger with SP. Union Pacific Corporation, Union Pacific Railroad Company, and Missouri Pacific Railroad Company – Control and Merger – Southern Pacific Rail Corporation, Southern Pacific Transportation Company, St. Louis Southwestern Railway Company, SPCSL

Corporation, and The Denver and Rio Grande Western Railroad Company, STB Docket No. 32760, 1 STB 233 (1996).

MCRR acquired the Line in 1999. See generally Missouri Central Railroad Company – Acquisition and Operation Exemption – Lines of Union Pacific Railroad Company, STB Docket No. 33508. CMR acquired certain lease and operating rights in 2004. See Central Midland Railway Company—Lease and Operation Exemption – Missouri Central Railroad Company, STB Docket No. 34363. No changes in MCRR or CMR operations are contemplated by the proposed abandonment and discontinuance because the Line has already been out of service for more than the requisite two years.

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

Response: To date, MCRR has not located any documents useful in documenting a structure that may be found to be historic.

(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 CFR § 60.4), and whether there is a likelihood of archeological resources or any other previously unknown historic properties in the project area, and the basis for these opinions (including any consultations with the State Historic Preservation Office, local historical societies or universities):

Response: See response to 49 CFR § 1105.8(d)(2) above. MCRR anticipates that an applicable Memorandum of Agreement pursuant to the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f (NHPA) may be implemented for the abandonment of this Line.

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

Response: MCRR does not have any such readily available information.

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

Response: Not applicable.

Certificate of Service for the Combined Environmental and Historic Report

The undersigned hereby certifies that a copy of the foregoing Combined Environmental and Historic Report in STB Docket No. AB-1068 (Sub-No. 1X) and STB Docket No. AB-1070 (Sub-No. 1X) was served by first class mail on the 21st day of March 2013 on the following:

State Clearinghouse (or alternate):

Federal Assistance Clearinghouse
Office of Administration
State Capitol Building, Room 125
201 West Capitol Avenue
Jefferson City, MO 65101

State Environmental Protection Agency:

Missouri Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65101

Head of County (Planning):

Cass County Commissioners
102 East Wall Street
Harrisonville, MO 64701

Henry County Commissioners
100 West Franklin Street
Clinton, MO 64735

Johnson County Commissioners
300 N. Holden Street
Warrensburg, MO 64093

Pettis County Commissioners
415 S. Ohio Avenue, Ste. 212
Pettis County Courthouse
Sedalia, Missouri 65301

Environmental Protection Agency (regional office):

U.S. Environmental Protection Agency
Region 7
901 N. 5th Street
Kansas City, KS 66101

National Geodetic Survey:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

National Park Service:

Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, NE 68102

U.S. Natural Resources

Conservation Service:

State Conservationist
USDA, Natural Resources
Conservation Service
Missouri State Office
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-2546

State Coastal Zone Management

Agency (if applicable):

Not applicable.

State Historic Preservation Office:

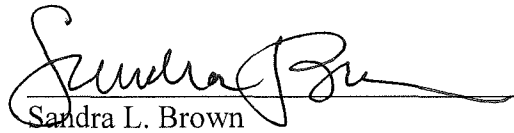
Mr. Mark Miles
Director, State Historic
Preservation Office
Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65101

U.S. Fish and Wildlife:

U.S. Fish and Wildlife Service
Region 3
5600 American Blvd. West
Bloomington, MN 55437-1458

U.S. Army Corps of Engineers:

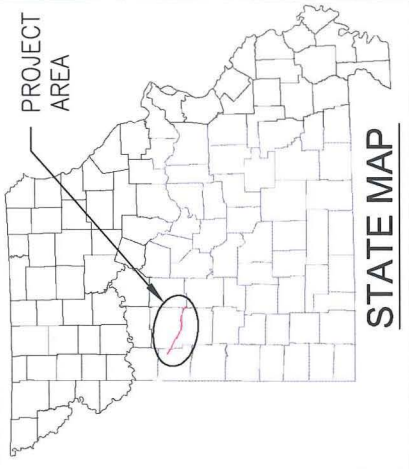
Department of the Army
Corps of Engineers, Kansas City District
601 East 12th Street
Kansas City, MO 64106

A handwritten signature in black ink, appearing to read "Sandra L. Brown", written over a horizontal line.

Sandra L. Brown

Exhibit 1

MISSOURI CENTRAL RAILROAD ABANDONMENT / CENTRAL MIDLAND RAILWAY DISCONTINUANCE IN CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI



REV.	A	02/14/13	ISSUED FOR REVIEW	GEB	DRAWN BY DJR CHECKED BY GEB SCALE 1" = 5 MILES DATE 02/14/13	 One Campbell Plaza St. Louis, Missouri 63139 Missouri State Certificate of Authority # 1271 T. 314 781 7770 F. 314 781 9075	
PROJECT NO.	12085	DRAWING NO.	1	APPROVED			

MISSOURI CENTRAL RAILROAD ABANDONMENT, DOCKET AB-1068 (SUB-No. 1X)
CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-1070 (SUB-No. 1X)
CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI
CONTEXT MAP

Exhibit 2

**Priority Response Requested
Environmental and Historic Review**

February 15, 2013

State Clearinghouse (or alternate)
State Environmental Protection Agency
Head of County (Planning)
Environmental Protection Agency
(regional office)
U.S. Fish and Wildlife

National Geodetic Survey
National Park Service
U.S. Natural Resources
Conservation Service
State Historic Preservation Office
U.S. Army Corps of Engineers

**Re: Proposed Abandonment and Discontinuance of Service of 42 miles of
Missouri Central Railroad Company track in Cass, Johnson, Henry and
Pettis Counties, Missouri, STB Docket AB-1068 (Sub-No. 1X) and STB
Docket AB-1070 (Sub-No. 1X)**

To Whom It May Concern:

The Missouri Central Railroad Company ("MCRR") is planning to file a Notice of Exempt Abandonment with the Surface Transportation Board ("STB") for approval to abandon an approximately 42 mile line of railroad between milepost 257.283 in Cass County, Missouri and milepost 215.325 in Pettis County, Missouri in STB Docket No. AB-1068 (Sub-No. 1X). The Central Midland Railway Company ("CMRC") is planning to jointly file a Notice of Exemption to Discontinue service and operating rights over the same rail line in STB Docket No. AB-1070 (Sub-No. 1X). The State of Missouri is interested in establishing a trail on the right-of-way, and MCRR is willing to negotiate rail-banking the line pursuant to the National Trails System Act at 16 USC § 1247(d). The trail would be separate action by the State and would be an extension of a trail currently being developed on the previously abandoned portion of the MCRR right-of-way between mileposts 262.906 and 257.283.

This rail line is part of the line frequently described as the Rock Island Corridor. The rail line proposed for this abandonment traverses through United States Postal Service ZIP Codes 64080, 64061, and 64040 in Cass County; ZIP Codes 64061, 64040, 64733, 64726, 64761, and 65360 in Johnson County; and ZIP Code 65360 in Henry County and Pettis County. A map is attached.

Pursuant to the STB's regulations at 49 CFR §§ 1105.7, 1105.8, and 1152.50, MCRR is requesting that you assist MCRR in identifying any potential effects of the proposed abandonment in the areas described below. MCRR's salvage and removal of rail will not include removal of ballast and is not anticipated to have ground disturbance activities. Thus, MCRR does not anticipate any adverse environmental or historic impacts. However, if you identify any adverse environmental or historic impacts, please also describe any actions that you believe may help mitigate the impacts. If you have any comments to offer, please provide MCRR with a written response that can be included in a Combined Environmental and Historic Report to be filed with the STB and served on appropriate agencies.

**Priority Response Requested
Environmental and Historic Review**

MCRR requests identification of any potential adverse effects on:

- federal, state, and local water quality standards
- designated wetlands
- soil and natural resource conservation
- prime agricultural land
- local and/or regional land use plans
- national or state parks or forests
- 100-year flood plains
- endangered or threatened species
- critical habitats
- wildlife sanctuaries or refuges
- land or water uses within a designated coastal zone

MCRR also requests response if:

- there is a need for permits under Sections 402 or 404 of the Clean Water Act (33 USC §§ 1342 and 1344)
- there are known hazardous waste sites or hazardous material spills on the right-of-way
- the site and structures meet the criteria for listing on the National Register of Historic Places
- there is a likelihood of archaeological resources or any other previously unknown historic properties on the right-of-way
- there are historic or archaeological resources immediately adjacent to the right-of-way

Your comments, if any, will be included in the Combined Environmental and Historic Report. We request that you provide any comments on the above matters to the undersigned on or before Monday, March 11, 2013. You may email your response to sandra.brown@thompsonhine.com, or fax your response to me at 202.331.8330. If you need further assistance, please contact me at 202.263.4101. Thank you for your assistance.

Yours very truly,

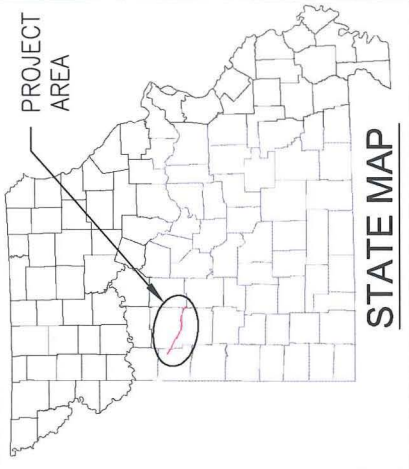


Sandra L. Brown
Thompson Hine LLP
Suite 700
1919 M Street, NW
Washington, D.C. 20036
(202) 263-4101 (telephone)
(202) 331-8330 (facsimile)

Attorney for Missouri Central Railroad Company

enclosure (map)

MISSOURI CENTRAL RAILROAD ABANDONMENT / CENTRAL MIDLAND RAILWAY DISCONTINUANCE IN CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI



REV.	A	02/14/13	ISSUED FOR REVIEW	GEB	DRAWN BY DJR CHECKED BY GEB SCALE 1" = 5 MILES DATE 02/14/13	 One Campbell Plaza St. Louis, Missouri 63139 Missouri State Certificate of Authority # 1271 T. 314 781 7770 F. 314 781 9075	
PROJECT NO.	12085	DRAWING NO.	1	APPROVED			

MISSOURI CENTRAL RAILROAD ABANDONMENT, DOCKET AB-1068 (SUB-No. 1X)
CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-1070 (SUB-No. 1X)
CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI
CONTEXT MAP

**Priority Response Requested
Environmental and Historic Review**

Certificate of Service

The undersigned hereby certifies that a copy of the foregoing Initial Consultation letter was served by overnight mail on the 15th day of February, 2013 on the following:

State Clearinghouse (or alternate):

Federal Assistance Clearinghouse
Office of Administration
State Capitol Building, Room 125
201 West Capitol Avenue
Jefferson City, MO 65101

State Environmental Protection Agency:

Missouri Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65101

Head of County (Planning):

Cass County Commissioners
102 East Wall Street
Harrisonville, MO 64701

Henry County Commissioners
100 West Franklin Street
Clinton, MO 64735

Johnson County Commissioners
300 N. Holden Street
Warrensburg, MO 64093

Pettis County Commissioners
415 S. Ohio Avenue, Ste. 212
Pettis County Courthouse
Sedalia, Missouri 65301

**Environmental Protection Agency
(regional office):**

U.S. Environmental Protection Agency
Region 7
901 N. 5th Street
Kansas City, KS 66101

National Geodetic Survey:

NGS Information Services
NOAA, N/NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

National Park Service:

Midwest Regional Office
National Park Service
601 Riverfront Drive
Omaha, NE 68102

U.S. Natural Resources

Conservation Service:

State Conservationist
USDA, Natural Resources
Conservation Service
Missouri State Office
Parkade Center, Suite 250
601 Business Loop 70 West
Columbia, MO 65203-2546

State Coastal Zone Management

Agency (if applicable):

Not applicable.

State Historic Preservation Office:

Mr. Mark Miles
Director, State Historic
Preservation Office
Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65101

**Priority Response Requested
Environmental and Historic Review**

U.S. Fish and Wildlife:

U.S. Fish and Wildlife Service
Region 3
5600 American Blvd. West
Bloomington, MN 55437-1458

U.S. Army Corps of Engineers:

Department of the Army
Corps of Engineers, Kansas City District
601 East 12th Street
Kansas City, MO 64106

A handwritten signature in dark ink, appearing to read "Sandra Brown", written over a horizontal line.

Sandra L. Brown

Exhibit 3



Jeremiah W. (Jay) Nixon
Governor

State of Missouri
OFFICE OF ADMINISTRATION
Post Office Box 809
Jefferson City, Missouri 65102
Phone: (573) 751-1851
Fax: (573) 751-1212

Doug E. Nelson
Commissioner

March 5, 2013

Ms. Sandra Brown
Thompson Hine
Suite 700
1919 M Street, NW
Washington, DC 20036

Dear Ms. Brown:

Subject SAI: 1308028
 Legal Name: Thompson Hine
 Project Description: Proposed abandonment and discontinuance of service of 42
 miles of Missouri Central Railroad Company track in Cass, Johnson, Henry and
 Pettis Counties, Missouri, STB Docket AB-106 (Sub-No 1X) and STB Docket AB-
 1070 (Sub-No. 1X)

The Missouri Federal Assistance Clearinghouse, in cooperation with state and local agencies interested or possibly affected, has completed the review on the above project application.

None of the agencies involved in the review had comments or recommendations to offer at this time. This concludes the Clearinghouse's review.

A copy of this letter is to be attached to the application as evidence of compliance with the State Clearinghouse requirements.

Please be advised that I am the contact for the Federal Funding Clearinghouse. You can send future requests to the following address: Sara VanderFeltz, Federal Funding Clearinghouse, 201 West Capitol, Room 125, and Jefferson City, Missouri 65101.

Sincerely,

A handwritten signature in cursive script that reads "Sara VanderFeltz".

Sara VanderFeltz
Administrative Assistant

cc:

Exhibit 4

**Priority Response Requested
Environmental and Historic Review**

February 15, 2013

State Clearinghouse (or alternate)
State Environmental Protection Agency
Head of County (Planning)
Environmental Protection Agency
(regional office)
U.S. Fish and Wildlife

National Geodetic Survey
National Park Service
U.S. Natural Resources
Conservation Service
State Historic Preservation Office
U.S. Army Corps of Engineers

**Re: Proposed Abandonment and Discontinuance of Service of 42 miles of
Missouri Central Railroad Company track in Cass, Johnson, Henry and
Pettis Counties, Missouri, STB Docket AB-1068 (Sub-No. 1X) and STB
Docket AB-1070 (Sub-No. 1X)**

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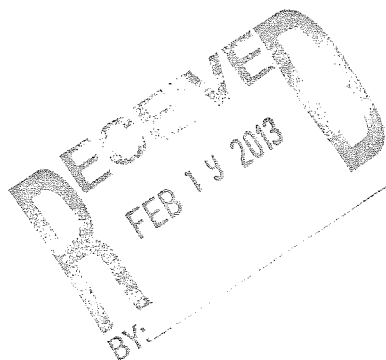
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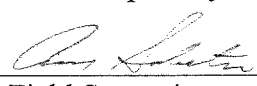
THOMPSON HINE, LLC
ATTENTION: MFL

1911 M Street, S.W.
Suite 100
Washington, D.C. 20036-1705

U.S. Fish and Wildlife Service
Project 2012-0013-12
Fax: 302.715.1111



"The U.S. Fish and Wildlife Service (Service) has reviewed the proposed action and determined that no federally listed species, candidate species, or designated critical habitat occurs within the project area. Furthermore, the Service has determined that this action will have negligible impacts on wetlands, migratory birds, and other priority fish and wildlife resources."


Field Supervisor

3-1-13
Date

Priority Response Requested
Environmental and Historic Review

MCRR requests identification of any potential adverse effects on:

- federal, state, and local water quality standards
- designated wetlands
- soil and natural resource conservation
- prime agricultural land
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Yours very truly,



Sandra L. Brown
Thompson Hine LLP
Suite 700
1919 M Street, NW
Washington, D.C. 20036
(202) 263-4101 (telephone)
(202) 331-8330 (facsimile)
Attorney for Missouri Central Railroad Company

enclosure (map)

Exhibit 5



REPLY TO
ATTENTION OF

DEPARTMENT OF THE ARMY
KANSAS CITY DISTRICT, CORPS OF ENGINEERS
635 FEDERAL BUILDING
601 E 12TH STREET
KANSAS CITY MO 64106-2824

March 7, 2013

Regulatory Branch
(NWK-2013-285)

Ms. Sandra Brown
Thompson Hine LLP
1919 M Street NW, Suite 700
Washington, D.C., 20036

Dear Ms. Brown:

This is in reply to your letter dated February 15, 2013 requesting a review and comments for the proposed discontinuation of service and abandonment of railroad track by Missouri Central Railroad Company. The track in question consists of a 42 mile section located in Cass, Johnson, Henry and Pettis Counties, Missouri.

The Corps of Engineers has jurisdiction over all waters of the United States. Discharges of dredged or fill material in waters of the United States, including wetlands, require prior authorization from the Corps under Section 404 of the Clean Water Act (Title 33 United States Code Section 1344). The implementing regulation for this Act is found at Title 33 Code of Federal Regulations Parts 320-332.

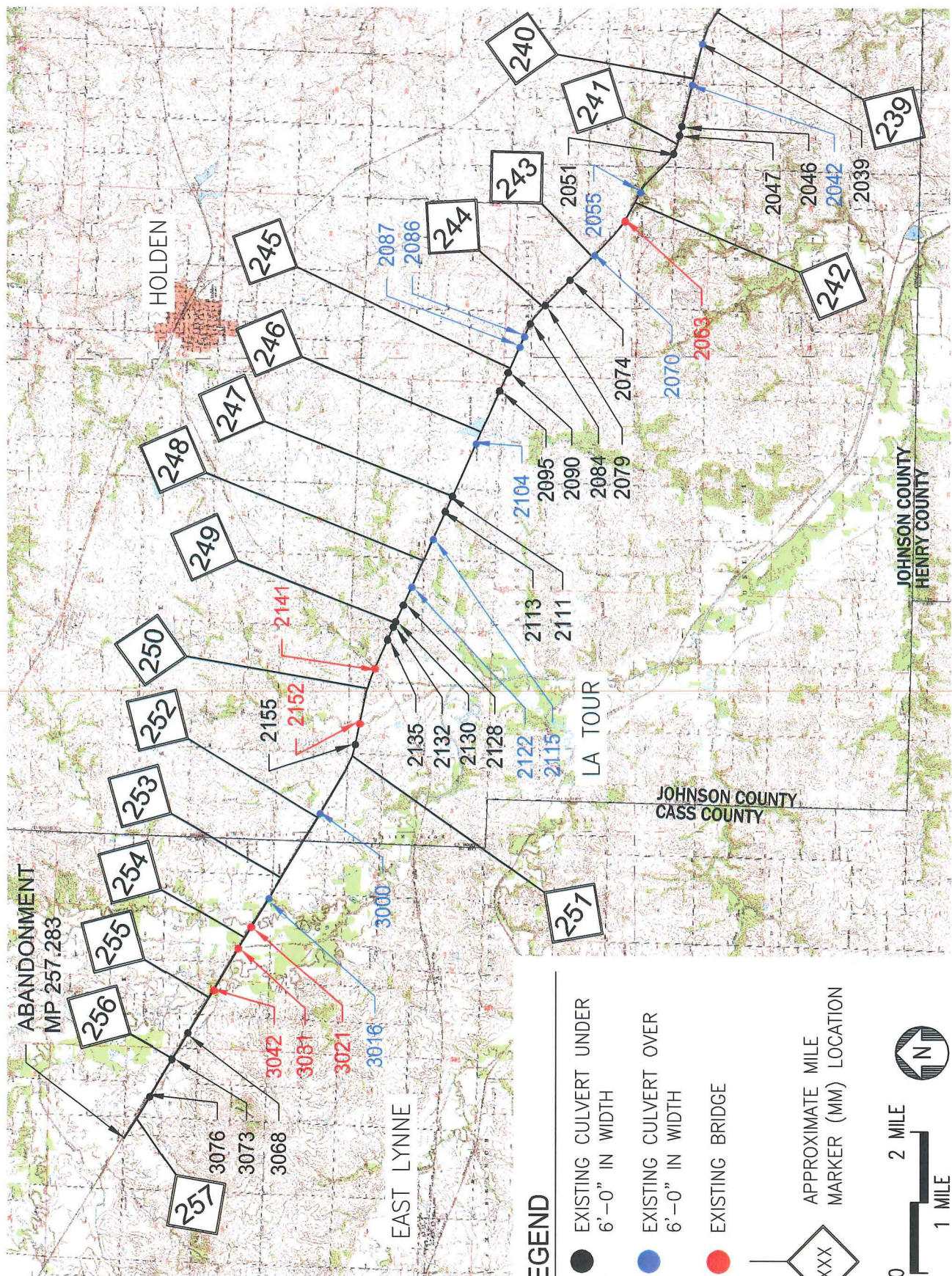
Should the proposed work to salvage and remove rail as described in your letter require the discharge of dredged or fill material in any waters of the United States, including wetlands, a Department of the Army (DA) permit may be required. However, if the proposed improvements do not require the discharge of dredged or fill material in any waters of the United States, including wetlands, a DA permit will not be required.

Federal regulations require that a DA permit be issued by the Corps of Engineers prior to the initiation of any construction on the portion of a proposed activity which is within the Corps' regulatory jurisdiction.

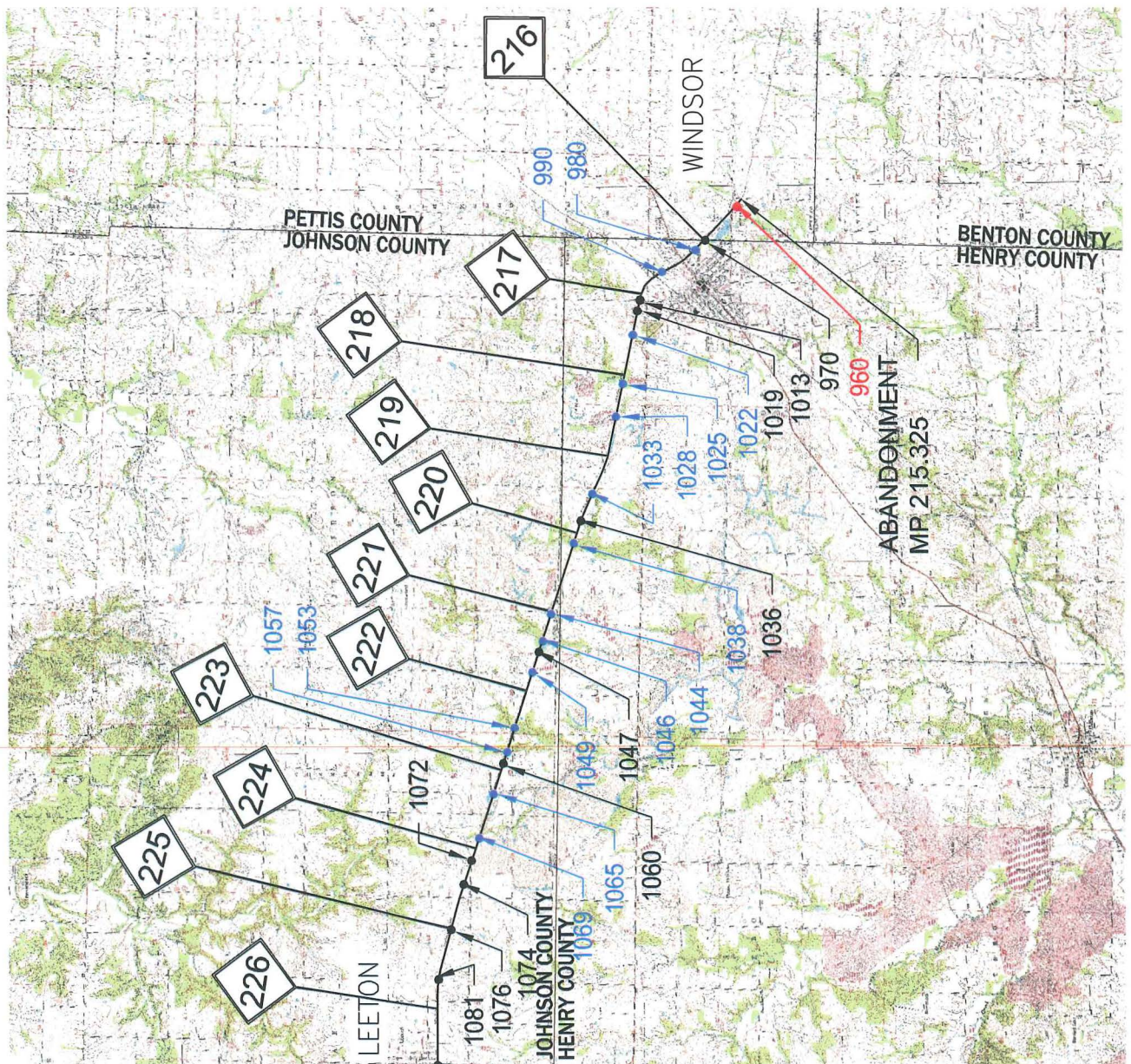
We are interested in your thoughts and opinions concerning your experience with the Kansas City District, Corps of Engineers Regulatory Program. Please feel free to complete an electronic version of our Customer Service Survey form on our website at: <http://per2.nwp.usace.army.mil/survey.html>. Alternatively, you may call and request a paper copy of the survey which you may complete and return to us by mail or fax.

If you have any questions concerning this matter, please feel free to contact Mr. Brian Donahue at (816) 389-3703. Please reference File No. NWK-2013-285 in all comments and/or inquiries relating to this project.

Exhibit 6



				DRAWN BY DJR
A	03/14/13	ISSUED FOR REVIEW	GEB	CHECKED BY GEB
REV.	DATE	DESCRIPTION	APPROVED	SCALE 1" = 2 MILES
MISSOURI CENTRAL RAILROAD ABANDONMENT, DOCKET AB-1068 (SUB-No. 1X) CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-1070 (SUB-No. 1X) CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI STRUCTURE LOCATIONS ON USGS TOPOGRAPHIC MAP				PROJECT NO. 12085 DRAWING NO. A DATE 03/05/13
 One Campbell Plaza St. Louis, Missouri 63139 Missouri State Certificate of Authority # 1271				



LEGEND

- EXISTING CULVERT UNDER 6'-0" IN WIDTH
- EXISTING CULVERT OVER 6'-0" IN WIDTH
- EXISTING BRIDGE
- ◇ XXX APPROXIMATE MILE MARKER (MM) LOCATION



				DRAWN BY DJR
A	03/14/13	ISSUED FOR REVIEW	GEB	CHECKED BY GEB
REV.	DATE	DESCRIPTION	APPROVED	SCALE 1" = 2 MILES
MISSOURI CENTRAL RAILROAD ABANDONMENT, DOCKET AB-1068 (SUB-No. 1X) CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-1070 (SUB-No. 1X) CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI STRUCTURE LOCATIONS ON USGS TOPOGRAPHIC MAP				PROJECT NO. 12085 DATE 03/05/13
				DRAWING NO. C



One Campbell Plaza
St. Louis, Missouri 63139
Missouri State Certificate of Authority # 1271

T. 314 781 7770
F. 314 781 9075

Exhibit 7

EXISTING STRUCTURES - Exhibit 7A

Structures Span Over 6 Feet

Highway P to Windsor, Missouri

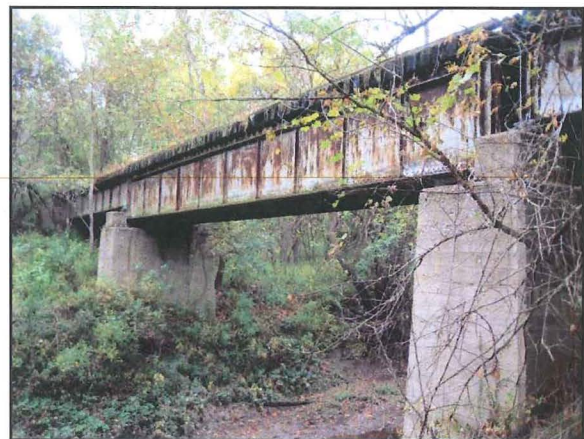
Missouri Central Railroad Company
AB-1068 (Sub-No. 1X)

Abandonment in Cass, Johnson, Henry and
Pettis Counties, Missouri

Prepared for:



Ameren Corporation
1901 Chouteau Avenue
P.O. Box 66149
St. Louis, Missouri 63166-6149



Prepared by:



One Campbell Plaza
St. Louis, Missouri 63139
(314) 781-7770

CDG Project No. 12085

March 14, 2013

EXISTING STRUCTURES - VOLUME 1

Structures Span Over 6 Feet

Highway P to Windsor, Missouri

Missouri Central Railroad Company
AB-1068 (Sub-No. 1X)

Abandonment in Cass, Johnson, Henry and
Pettis Counties, Missouri

Prepared for:



Ameren Corporation
1901 Chouteau Avenue
P.O. Box 66149
St. Louis, Missouri 63166-6149



Prepared by:



One Campbell Plaza
St. Louis, Missouri 63139
(314) 781-7770

CDG Project No. 12085

March 14, 2013

STB Docket Nos. AB-1068 (Sub-No. 1X) and AB-1070 (Sub-No. 1X)

Missouri Central Railroad Company and Central Midland Railway Company
Abandonment and Discontinuance in Cass, Johnson, Henry & Pettis Counties, Missouri

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35.	STRUCTURE #1033	1033-1
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36.	STRUCTURE #1028	1028-1
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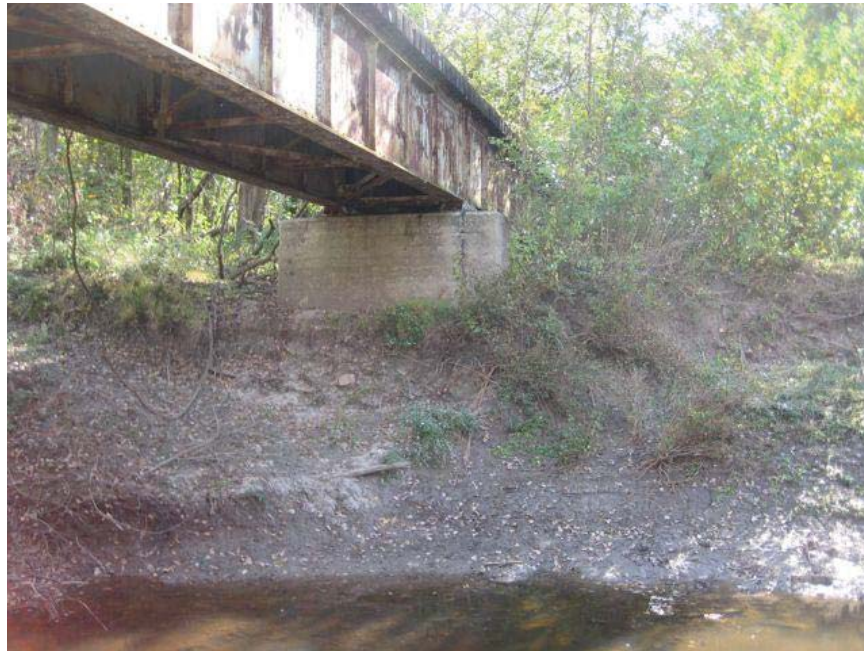
37.	STRUCTURE #1025	1025-1 to 1025-2
	Photos	
38.	STRUCTURE #1022	1022-1
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39.	STRUCTURE #990	990-1
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40.	STRUCTURE #980	980-1
	Photos	
41.	STRUCTURE #960	960-1
	Photos	



Looking northeast at three-span bridge #3042.



Looking west along bridge at west abutment of bridge #3042.



Looking east along south side of bridge at higher east bank and east intermediate pier or bridge #3042.



Looking west along north side of east end span from east abutment of bridge #3042. Note lower ground clearance.



Looking north at west end span of four-span bridge #3031.



Looking northeast at center spans of bridge #3031.



Looking east along south side of bridge across creek of bridge #3031.



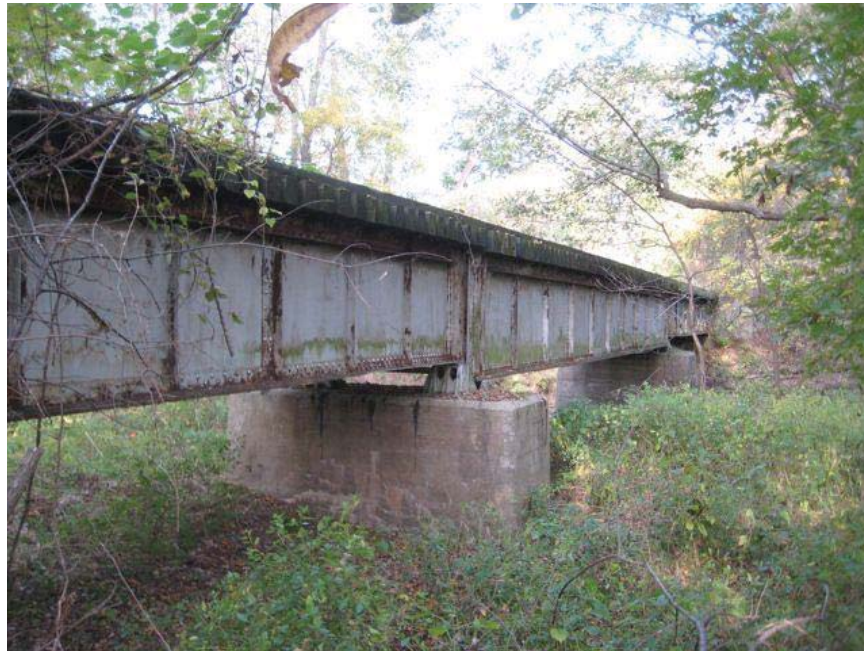
Looking north at east abutment of bridge #3031.



Looking southwest at center bridge spans of bridge #3031.



Looking southeast along north side of east end span of bridge #3031.
Note typical built-up plate girder riveted construction.



Looking southwest at bridge #3021 along north (upstream) side. Three-span bridge with longer, deeper center span.



Looking northeast along south side of east span of bridge #3021.



Looking southwest at taller west intermediate pier of bridge #3021. Note most of normal stream flow through west end span.



Looking upstream (north) at south culvert face of culvert #3016.



Looking downstream (south) at north culvert face of culvert #3016.



Looking downstream (south) at north culvert face of culvert #3000.



Looking upstream (north) at south culvert face of culvert #3000.



Looking upstream (north) at tall bridge #2152.



Looking northwest at west intermediate pier between center girder span and west end timber span of bridge #2152.



Looking southwest at west intermediate pier of bridge #2152.



Looking northwest at east end timber span and east end of steel girder center span of bridge #2152.



Looking east across bridge #2141 at center through-girder span of three-span bridge.



Looking down at steel stringers in center span between through-girders of bridge #2141.



Looking southeast at bridge with center through-girder and plate girder of bridge #2141.



Looking northeast at west intermediate pier at west end of center span of bridge #2141.



Looking upstream (north) at taller culvert #2122.



Looking southeast at north headwall of culvert #2122.



Looking downstream (south) at north end of culvert #2115.



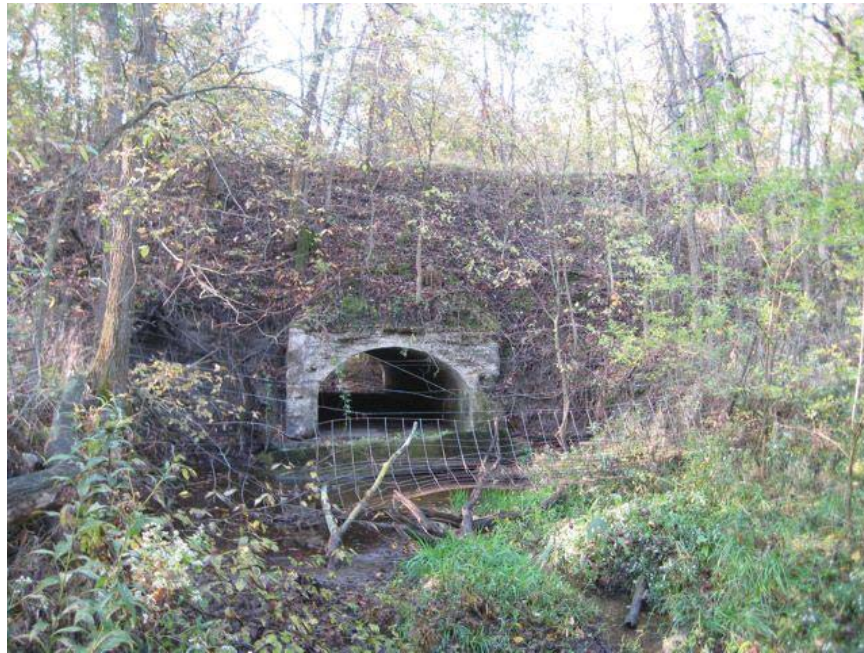
South headwall of culvert #2115.



Looking south through culvert #2104 across intake chamber.



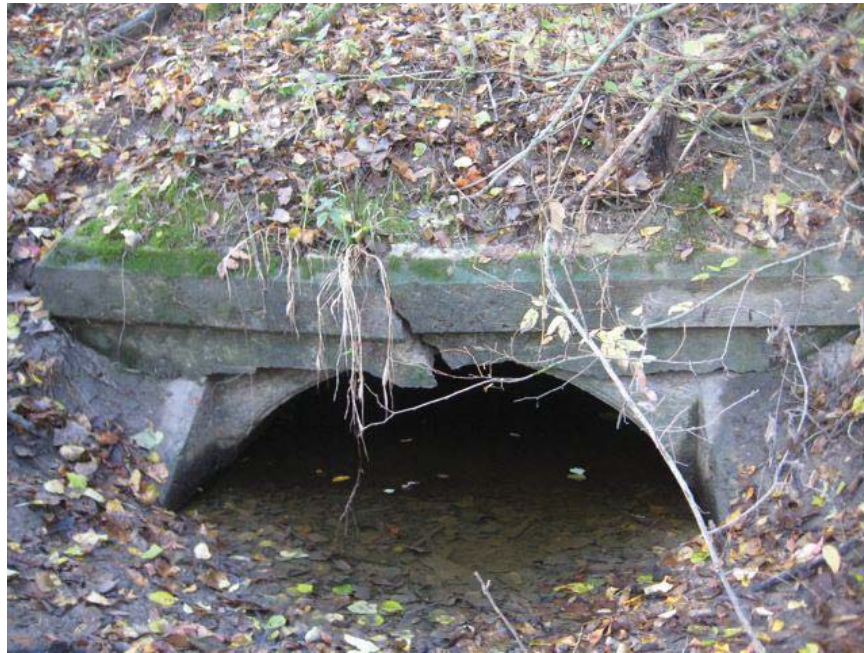
Culvert #2104.



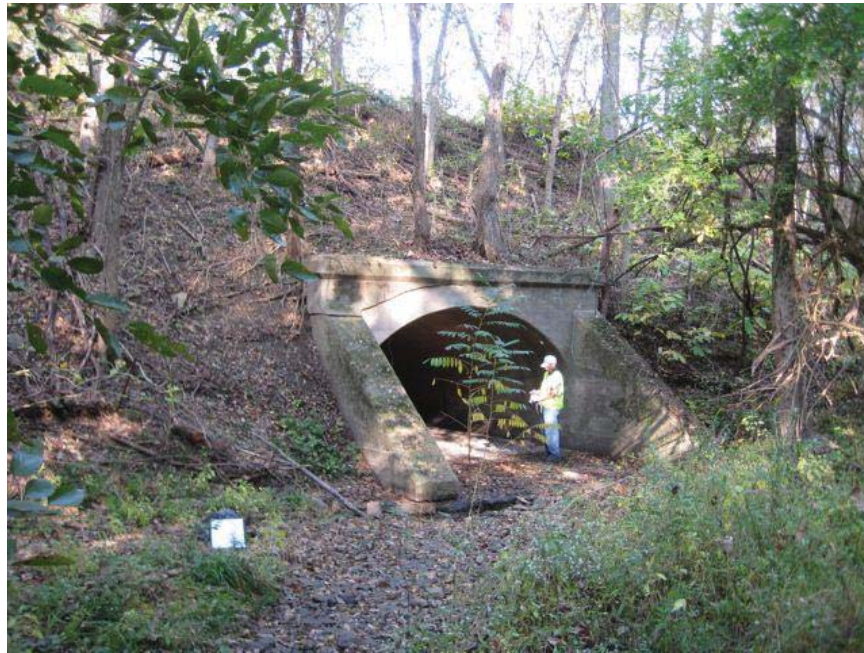
Looking upstream (south) at north end of culvert #2087.



Looking downstream (north) at culvert #2087.



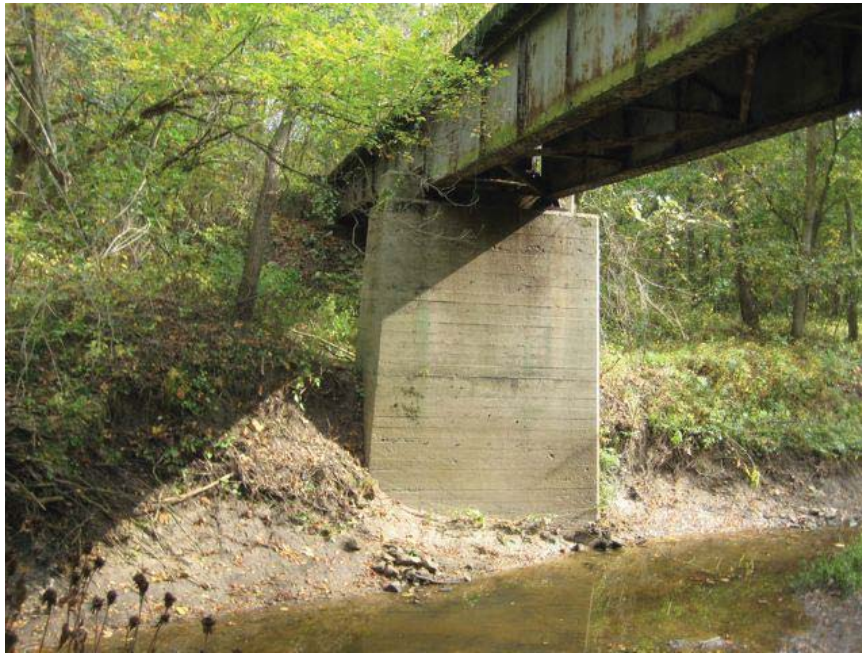
Looking at downstream (north) end of culvert #2086.



Looking southwest (downstream) towards culvert #2070.



Looking northwest (upstream) towards culvert #2070.



Looking southeast at east intermediate pier of bridge #2063.



Typical girder end bearing at west abutment under south girder of bridge #2063.



Looking upstream (north) at south end of culvert #2055.



Looking southwest at northeast wing of culvert #2055.



Looking downstream (south) at culvert #2042.



Looking upstream (north) at culvert #2039.



Looking upstream (north) through culvert #2032.



Looking upstream (north) from culvert #2032.



Looking upstream (north) at south end of culvert #2029.



Looking downstream (south) at north end of culvert #2029.



Looking north at south end of culvert #2023.



Looking downstream (south) at north end of culvert #2023.



Looking north at culvert #2018.



Culvert #2018.



Looking upstream (north) at south end of culvert #2014.



Looking downstream (south) of culvert #2014 towards downstream concrete box culvert under adjacent road embankment.



Looking upstream (north) at south end of culvert #2008.



Looking upstream (north) at south end of culvert #1159.



Looking downstream (northeast) at south end of culvert #1138.



Looking upstream (south) at north end of culvert #1138.



Looking upstream (south) at north end of culvert #1099.



Looking north through culvert #1099 downstream.



Looking upstream (north) at south end of culvert #1069.



Looking downstream (south) at north end of culvert #1069.



Looking upstream (north) at south end of culvert #1065.



Looking upstream (north) of culvert #1057.



Looking west along County Road at adjacent culvert #1053.



Looking downstream (south) from County Road at north end of culvert #1053.



Looking upstream (north) of culvert #1053.



Looking downstream (south) at north end of culvert #1049.



Looking upstream (north) at south end of culvert #1049.



Looking upstream (north) at south end of culvert #1046.



Looking downstream (south) at north end of culvert #1046.



Looking upstream (north) at south end of culvert #1044.



Looking downstream (southeast) at north end of culvert #1044.



Looking upstream (north) at south end of culvert #1038.



Looking upstream (north) at north end of culvert #1038.



Looking upstream (north) at south end of culvert #1033.



Looking downstream (south) at north end of culvert #1033.



Looking downstream (south) at north end of culvert #1028.



Looking upstream (north) at south end of culvert #1028.



Looking downstream (south) at north end of very large culvert #1025.



Looking southeast across north end of culvert #1025.



Looking upstream (north) at south end of culvert #1025.



Looking upstream (northeast) at south end of culvert #1022.



Looking downstream (south) at north end of culvert #1022.



Looking downstream (west) at east end of culvert #990.



Looking upstream (east) at west end of culvert #990.



Looking downstream (south) at north end of culvert #980.



Looking upstream (north) at south end of culvert #980.



Looking along south face of bridge #960.



Looking along north face of bridge #960.

EXISTING STRUCTURES - Exhibit 7B

Structures Span Less Than 6 Feet

Highway P to Windsor, Missouri

Missouri Central Railroad Company
AB-1068 (Sub-No. 1X)

Abandonment in Cass, Johnson, Henry and
Pettis Counties, Missouri

Prepared for:



Ameren Corporation
1901 Chouteau Avenue
P.O. Box 66149
St. Louis, Missouri 63166-6149



Prepared by:



One Campbell Plaza
St. Louis, Missouri 63139
(314) 781-7770

CDG Project No. 12085

March 14, 2013

EXISTING STRUCTURES - VOLUME 2

Structures Span Less Than 6 Feet

Highway P to Windsor, Missouri

Missouri Central Railroad Company
AB-1068 (Sub-No. 1X)

Abandonment in Cass, Johnson, Henry and
Pettis Counties, Missouri

Prepared for:



Ameren Corporation
1901 Chouteau Avenue
P.O. Box 66149
St. Louis, Missouri 63166-6149



Prepared by:



One Campbell Plaza
St. Louis, Missouri 63139
(314) 781-7770

CDG Project No. 12085

March 14, 2013

STB Docket Nos. AB-1068 (Sub-No. 1X) and AB-1070 (Sub-No. 1X)

Missouri Central Railroad Company and Central Midland Railway Company
Abandonment and Discontinuance in Cass, Johnson, Henry and Pettis Counties, Missouri

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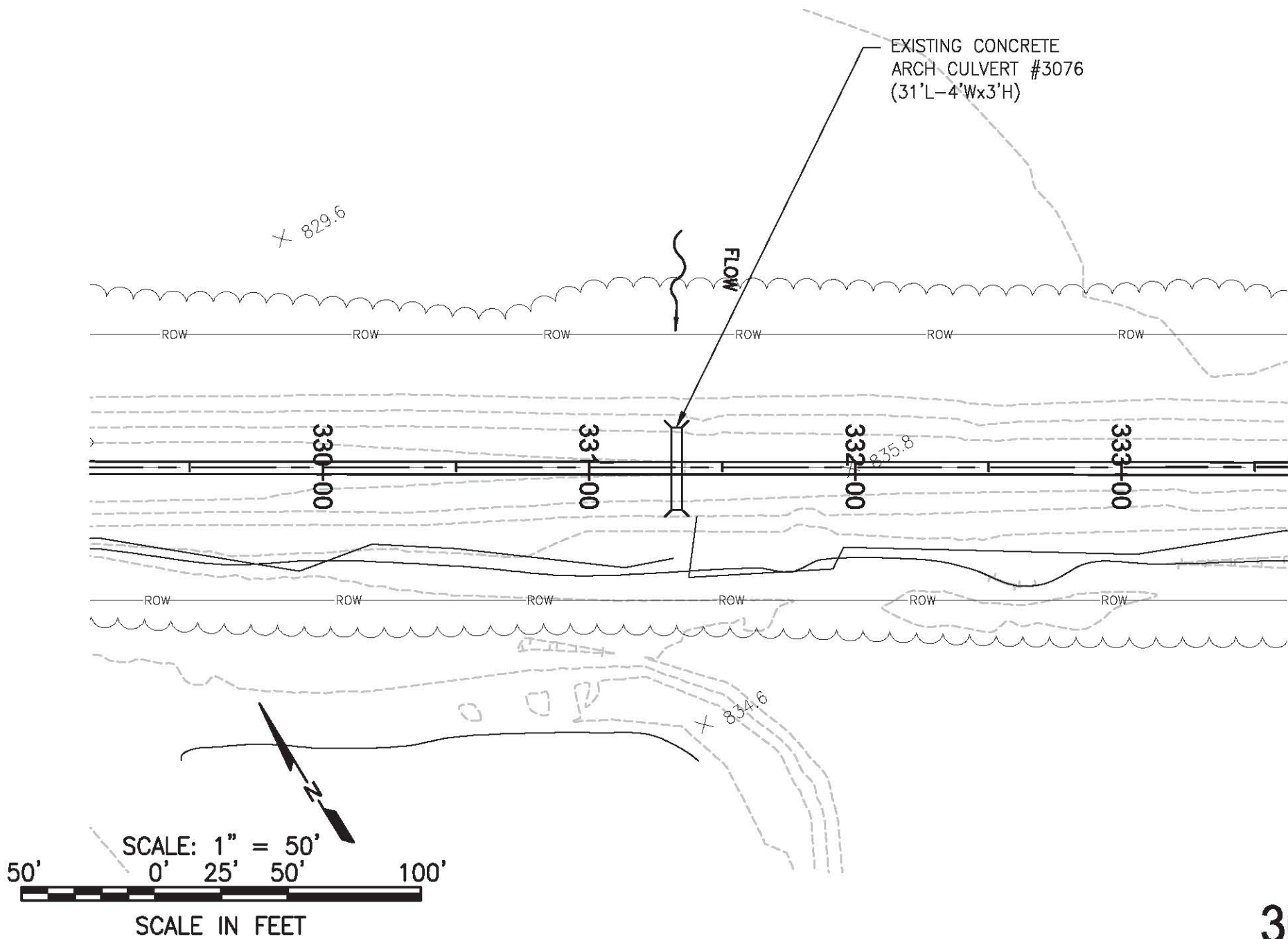
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IMG_6254.jpg. Culvert #3076.



IMG_6259.jpg. Culvert #3076.

EXISTING CONCRETE
ARCH CULVERT #3073
(25'L-4'Wx3'H)



FLOW

582.22

ROW

ROW

ROW

ROW

ROW

ROW

362+00

363+00

364+00

365+00

366+00

582.22

582.22

ROW

ROW

ROW

ROW

ROW

ROW

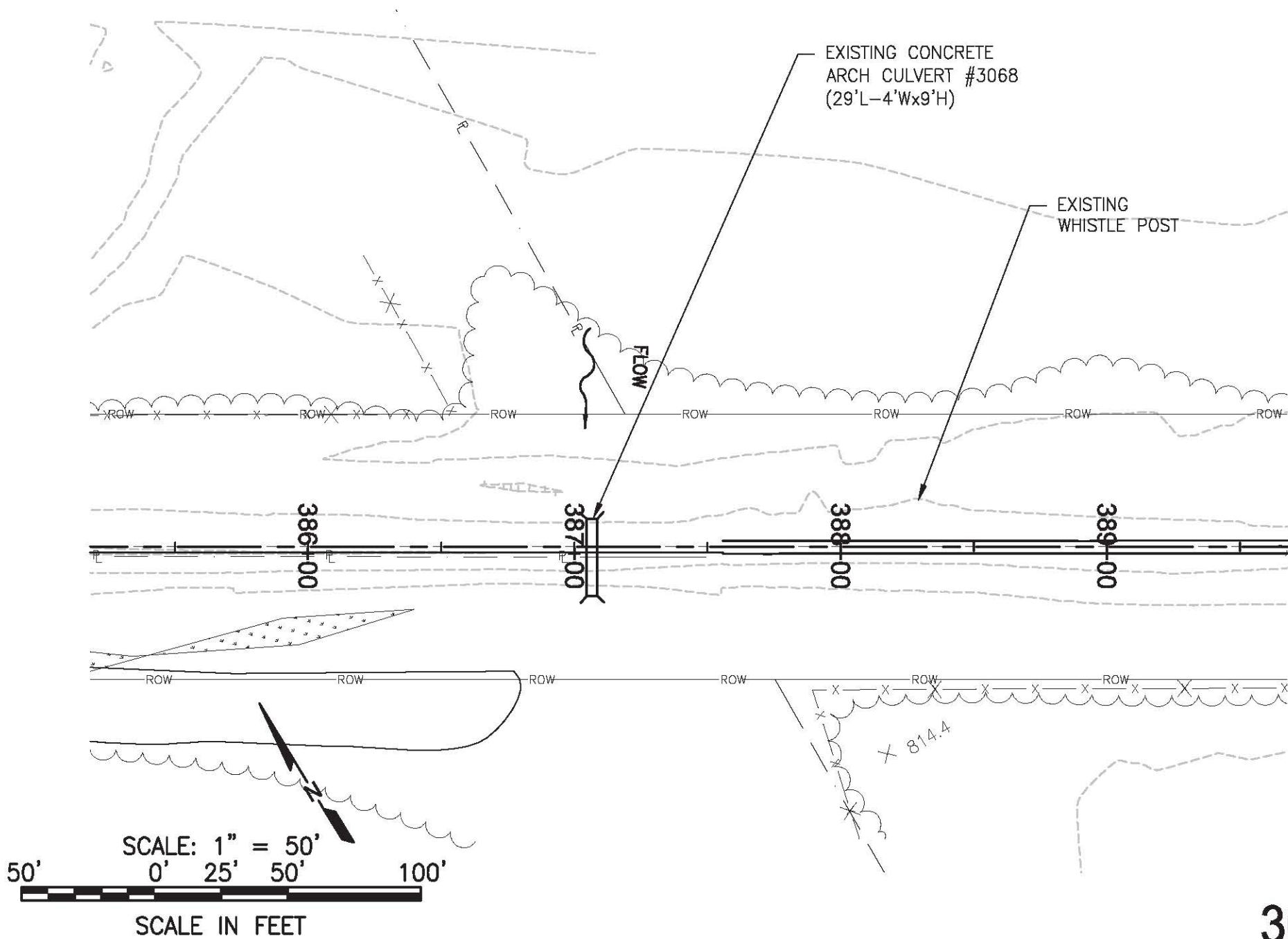


SCALE IN FEET





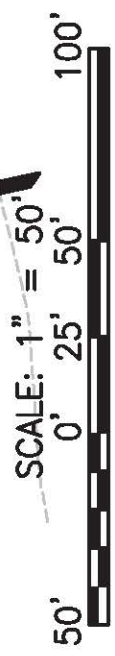
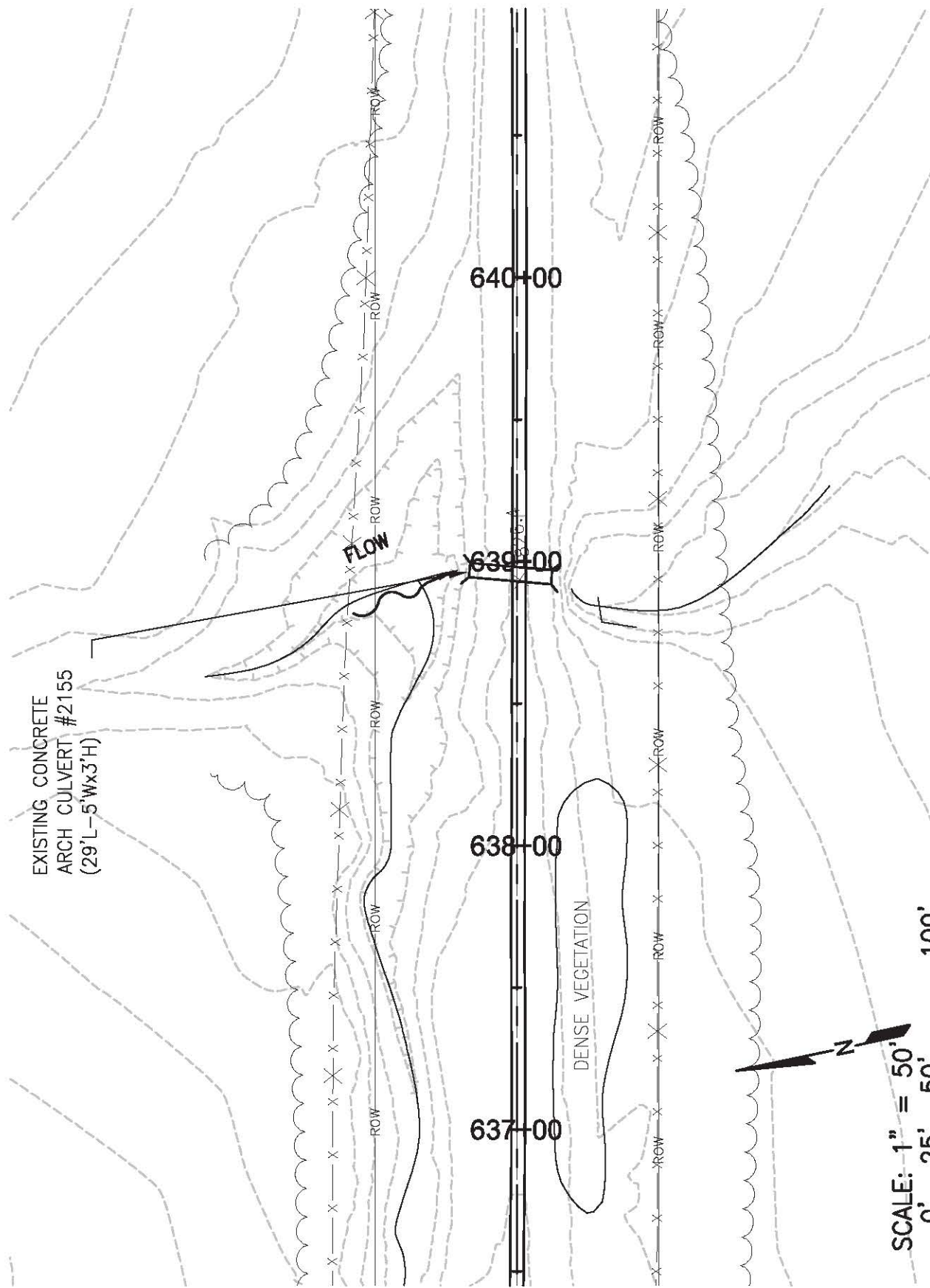
IMG_6241.jpg. Culvert #3073.



3068

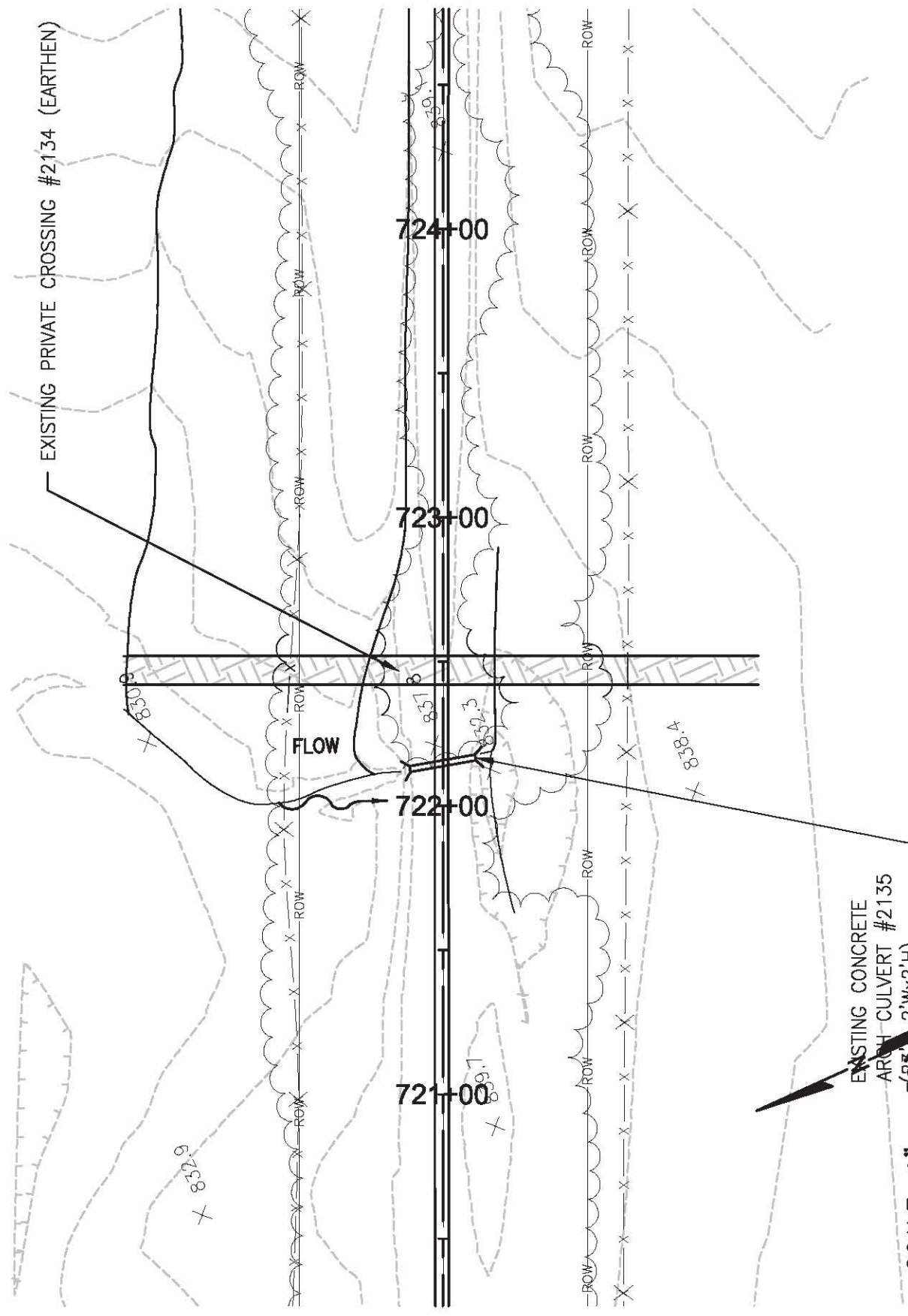


IMG_6214.jpg. Culvert #3068.





IMG_5756.jpg. Culvert #2155.



EXISTING CONCRETE
ARCH CULVERT #2135
(8'-2"Wx2'H)

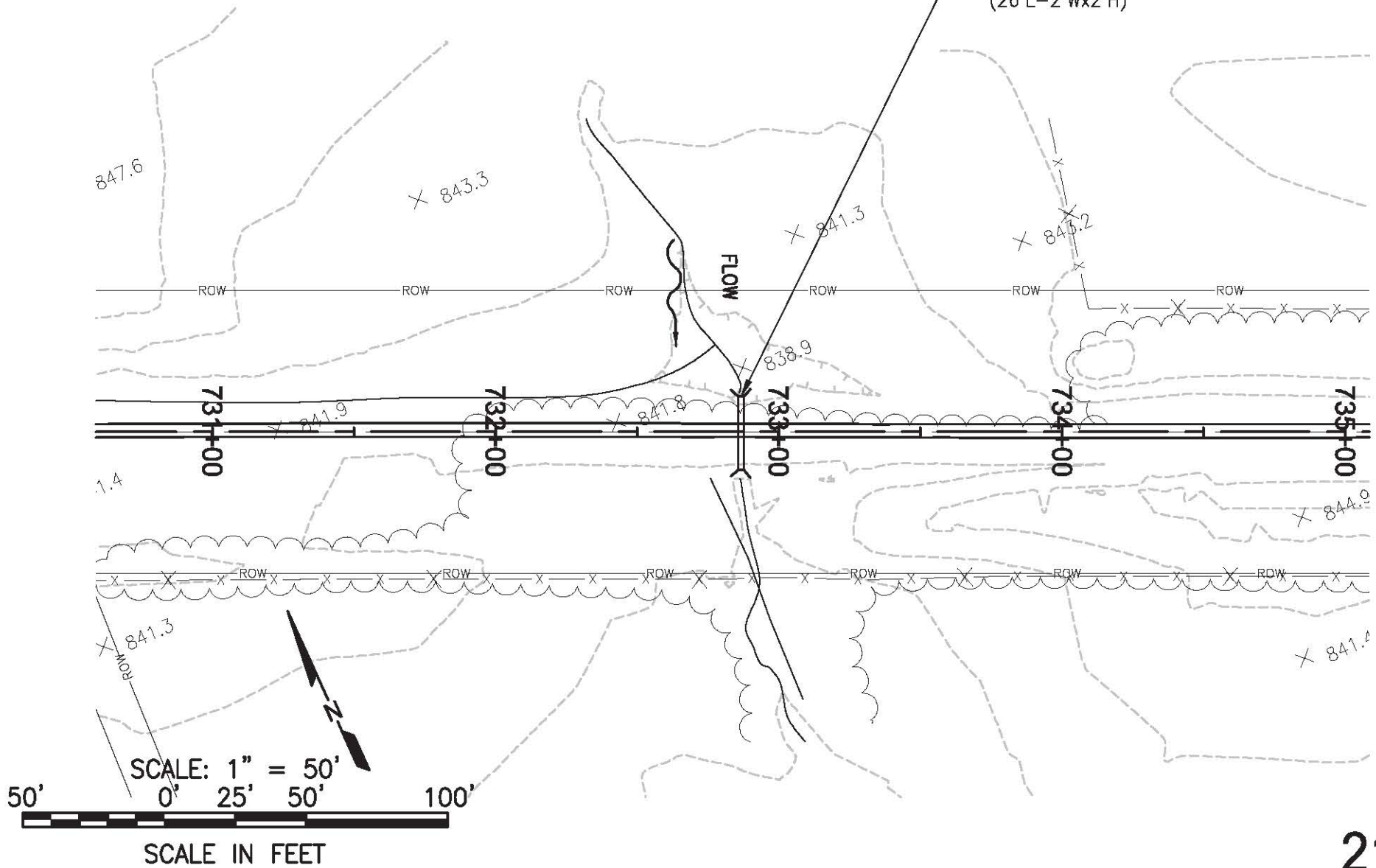




IMG_5627.jpg. Culvert #2135.

EXISTING 2-STRAND OVERHEAD ELECTRIC LINE

EXISTING CONCRETE
ARCH CULVERT #2132
(26'L-2'Wx2'H)



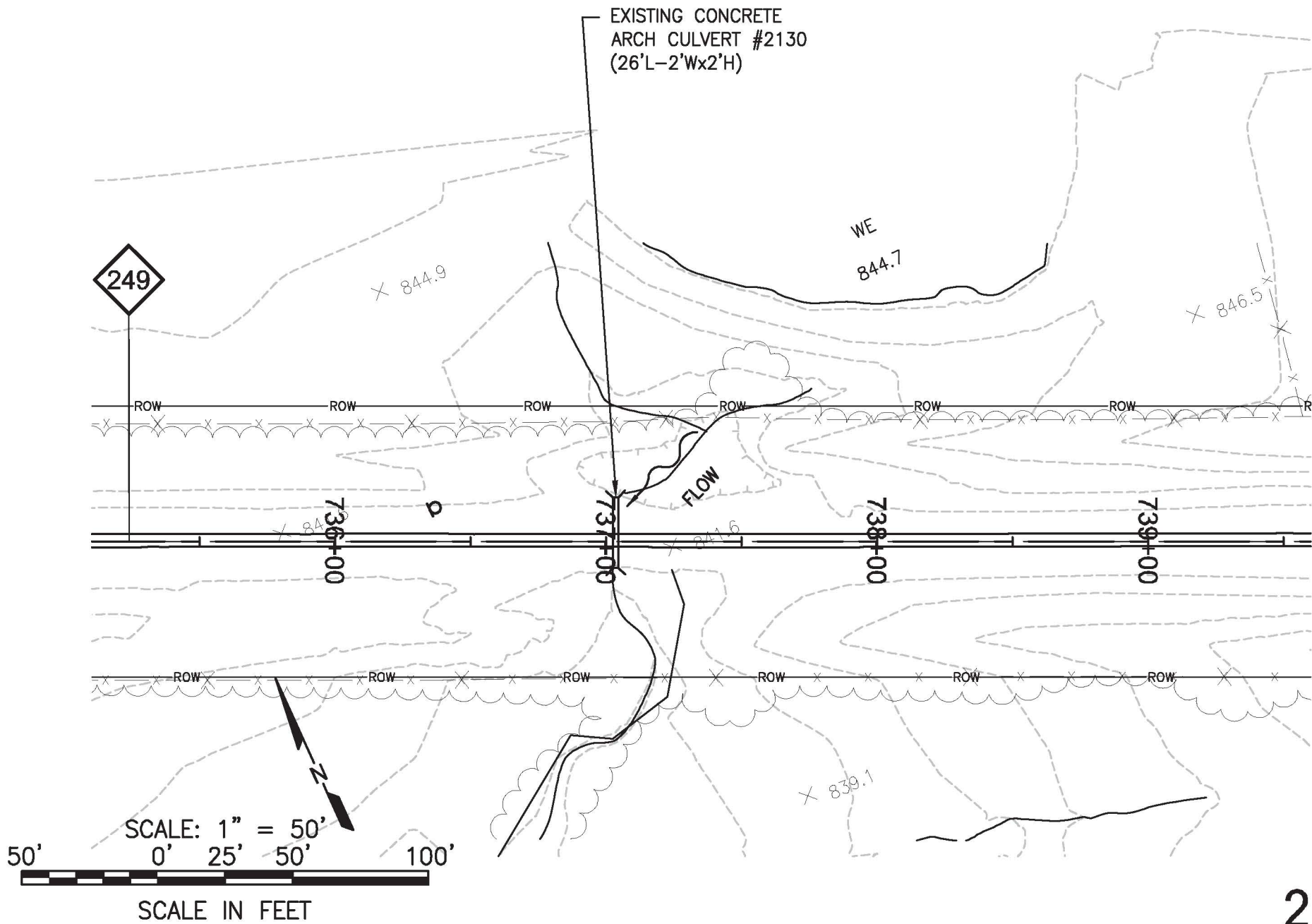
2132



IMG_5606.jpg. South face of culvert #2132.



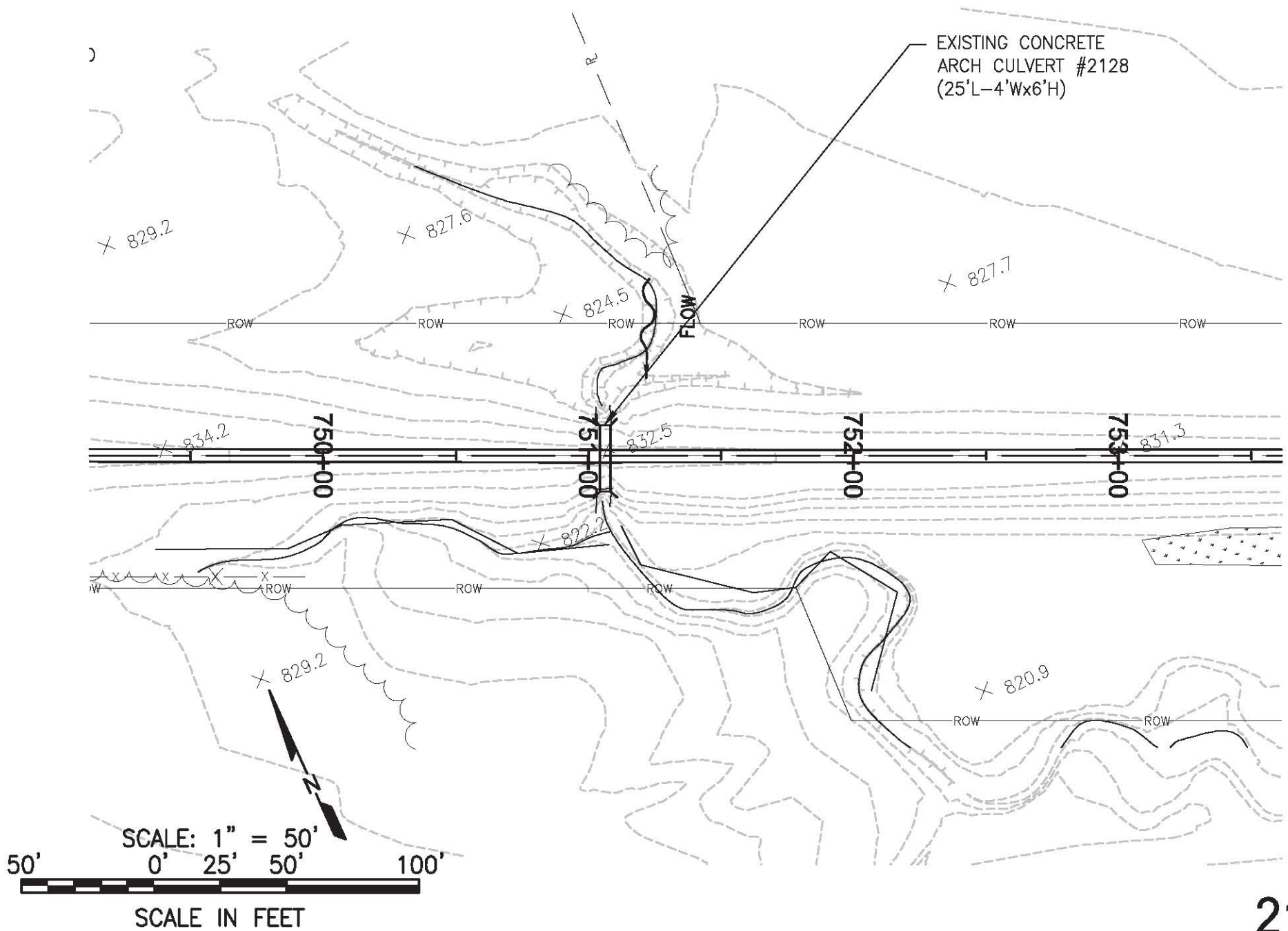
Photo 0017.jpg. North face of culvert #2132.



2130



Photo 0018.jpg. Culvert #2130.

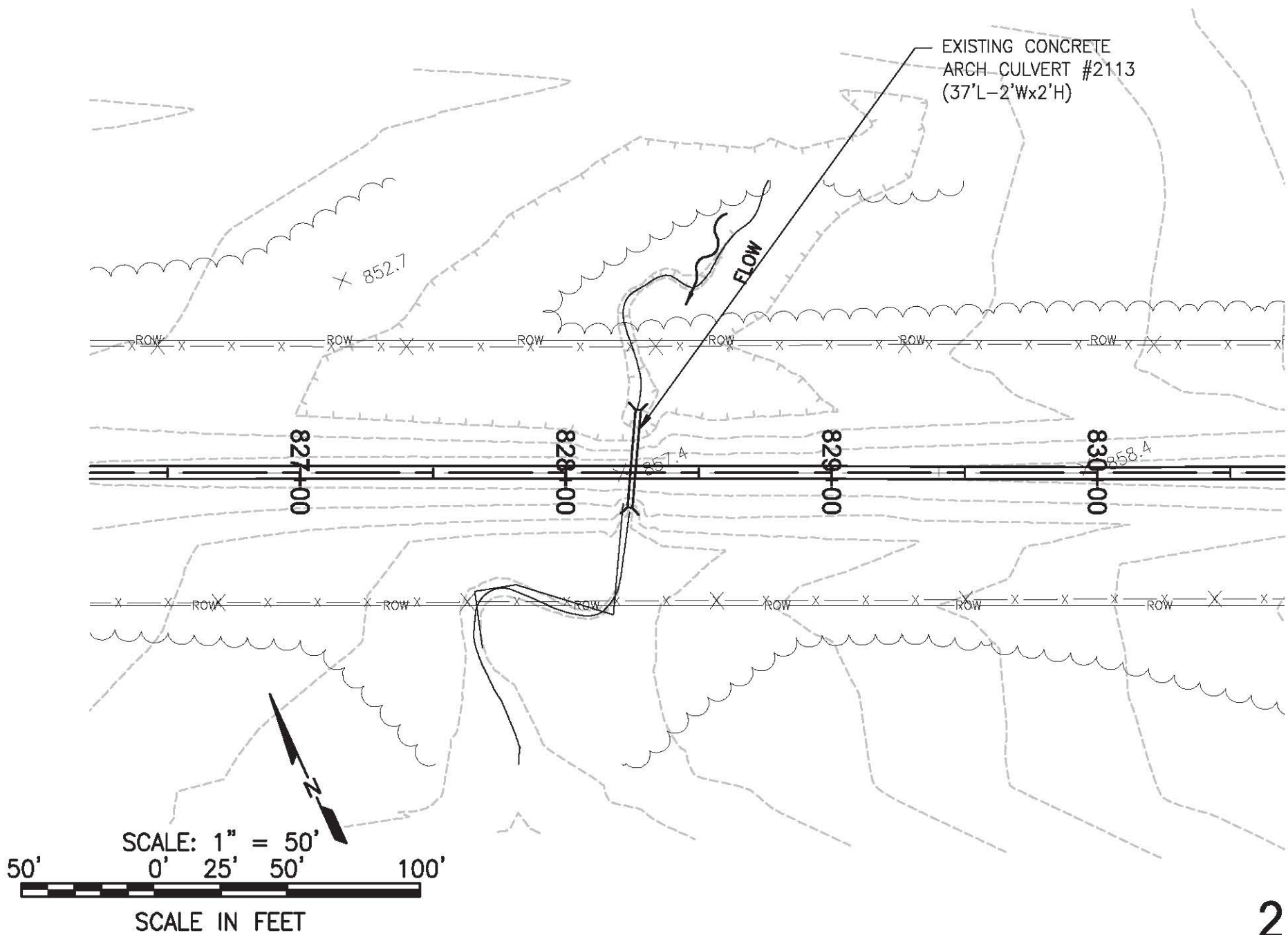




IMG_5591.jpg. South face of culvert #2128.



Photo 0019.jpg. North face of culvert #2128



2113

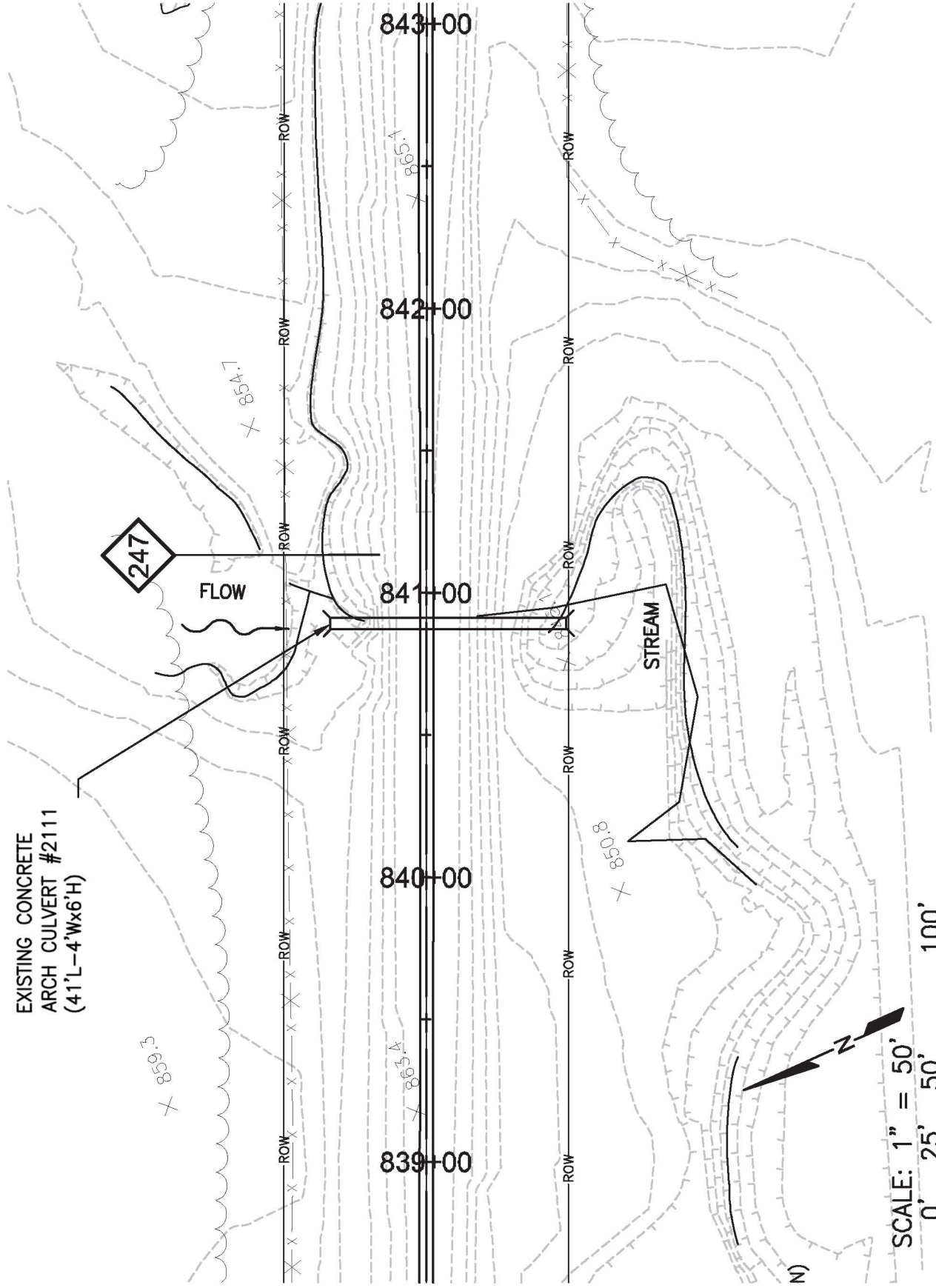


IMG_5510.jpg. South face of culvert #2113.



Photo 0022.jpg. North face of culvert #2113.

EXISTING CONCRETE
ARCH CULVERT #2111
(41'L-4'Wx6'H)





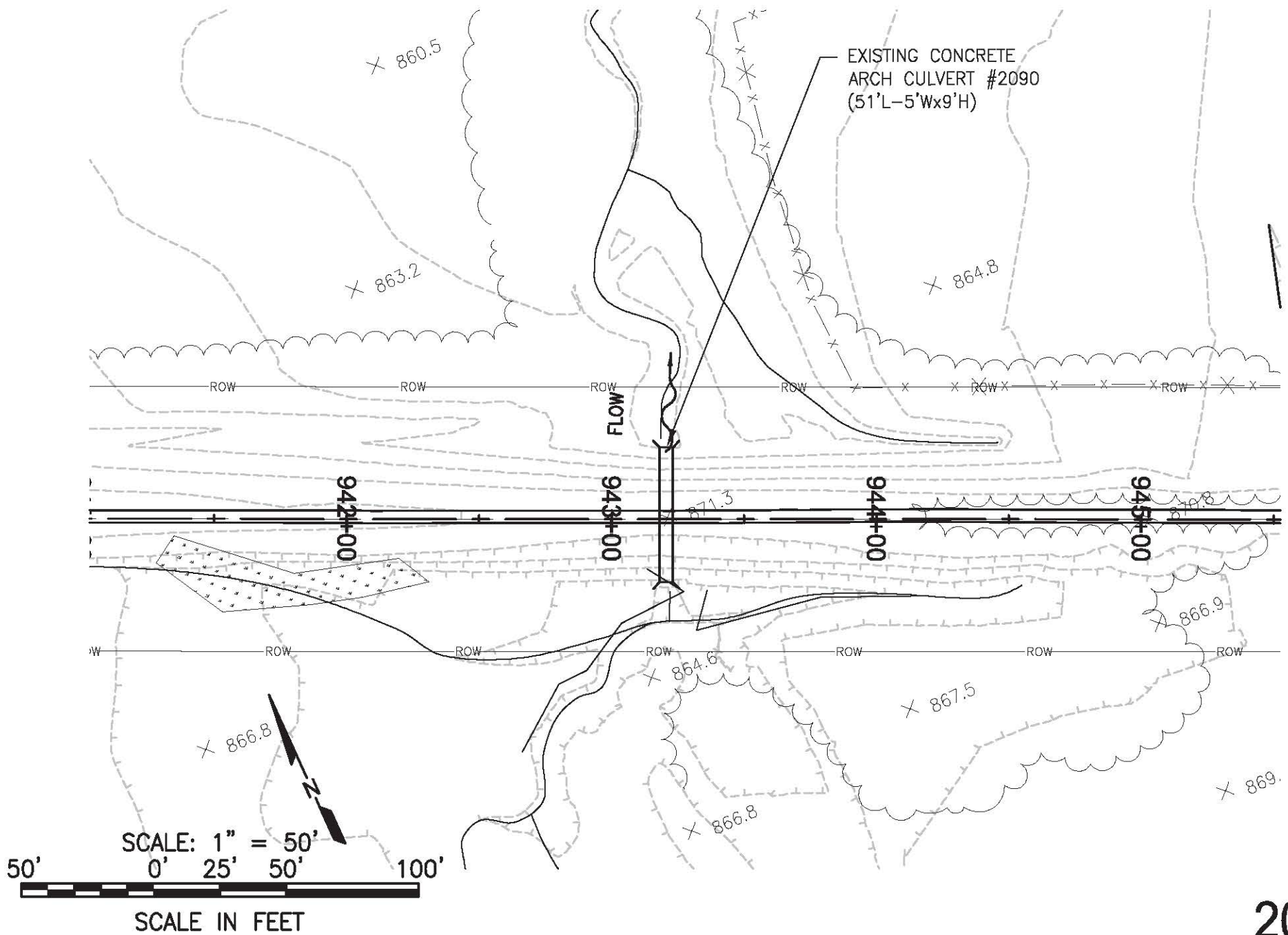
IMG_5498.jpg. South face of culvert #2111.



Photo 0023.jpg. North face of culvert #2111.



C 2095.jpg. Culvert #2095.



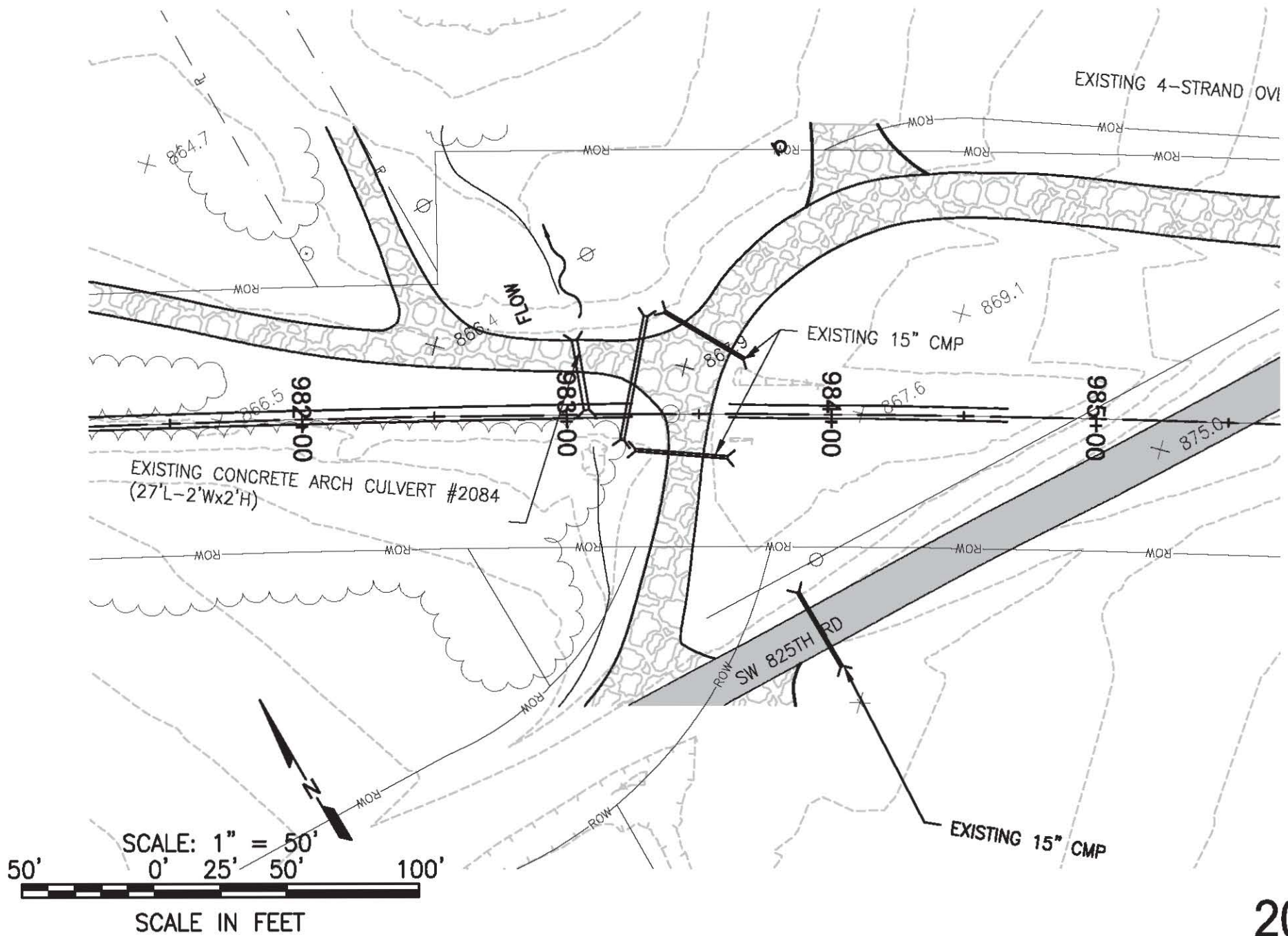
2090



IMG_5374.jpg. South face of culvert #2090.



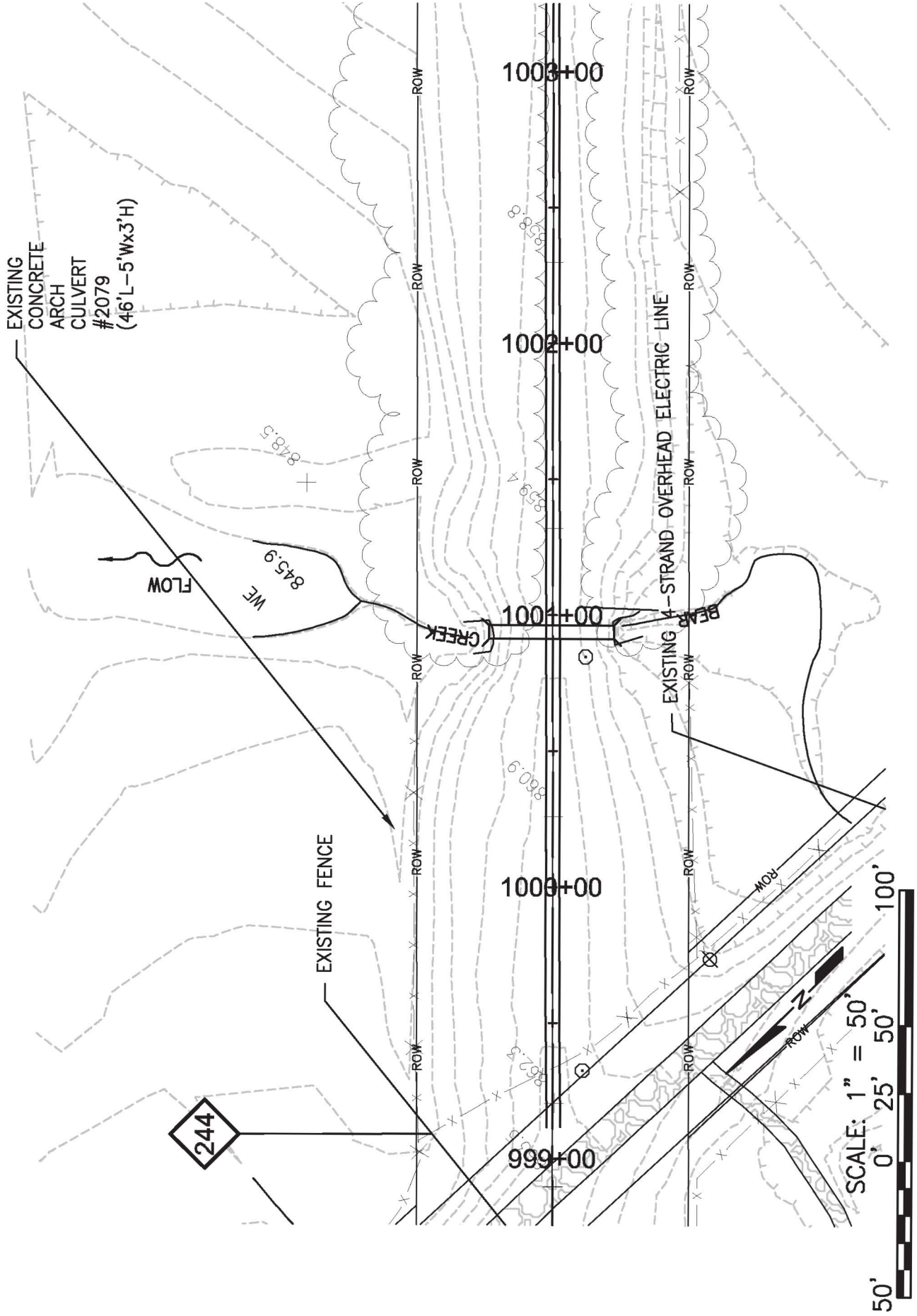
Photo 0026.jpg. North face of culvert #2090.



2084



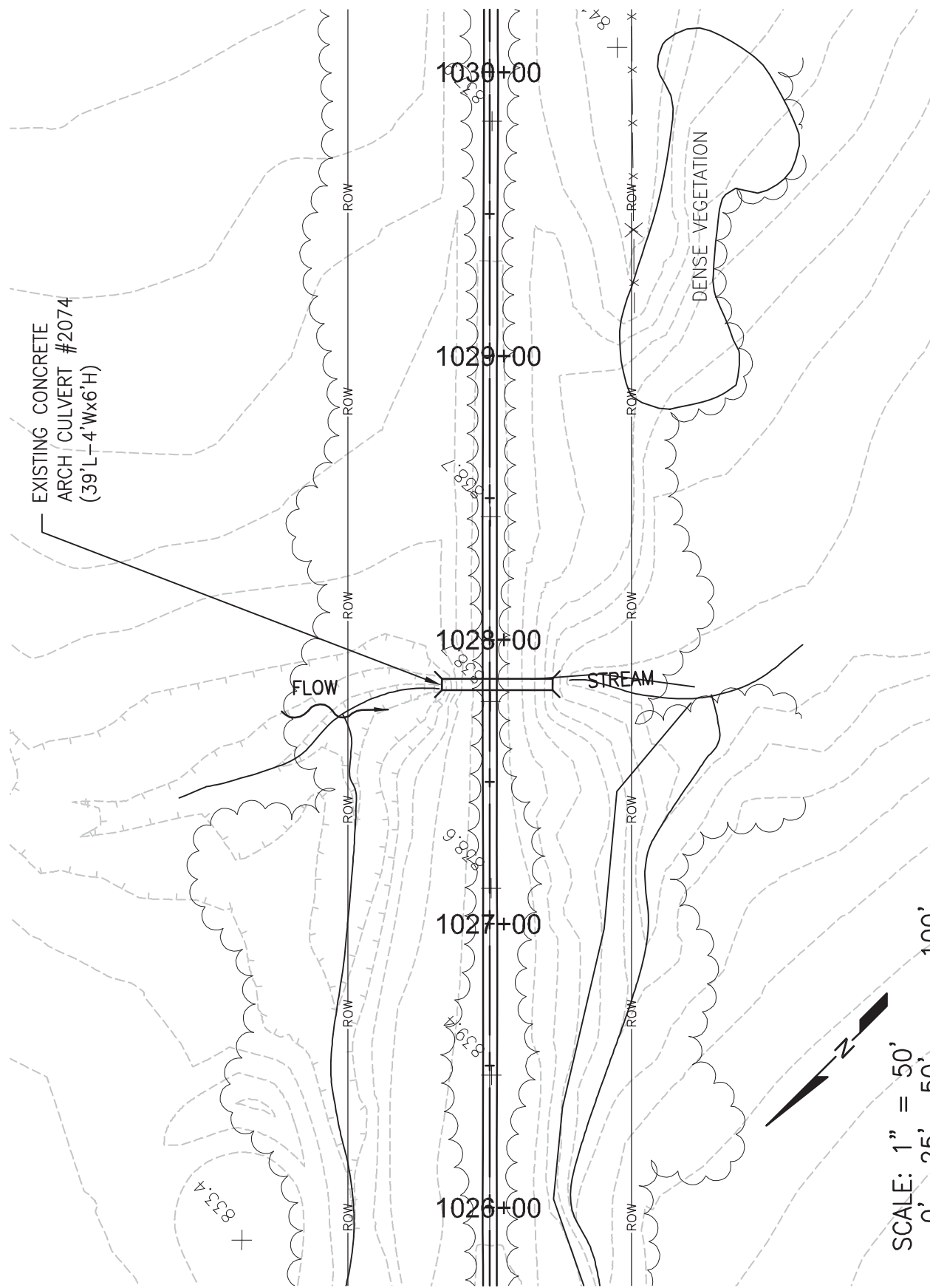
IMG_5336.jpg. Culvert #2084.



SCALE IN FEET



Photo 0028.jpg. Culvert #2079.

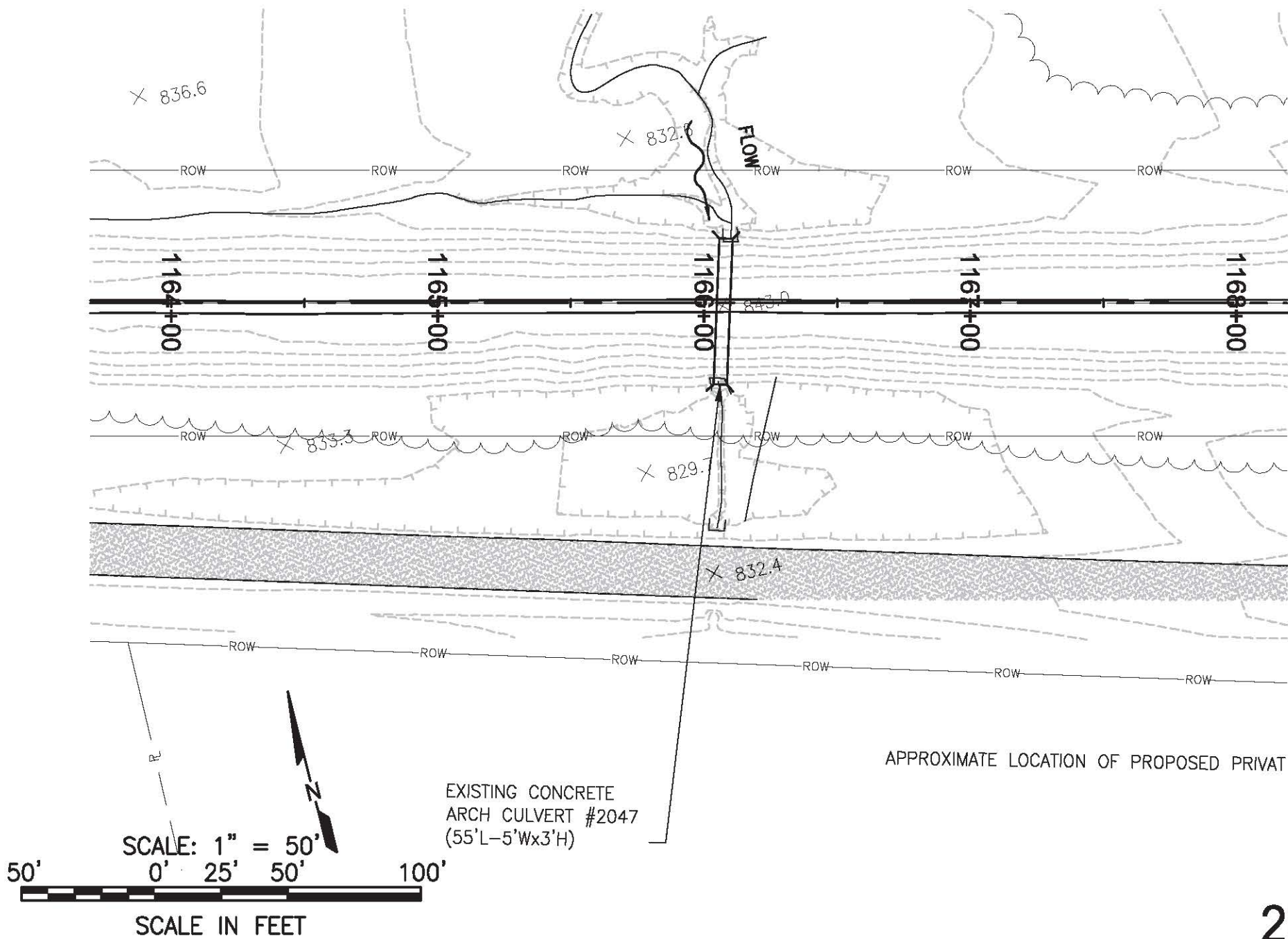




C 2074.jpg. Culvert #2074.



Photo 0032.jpg. Culvert #2051.

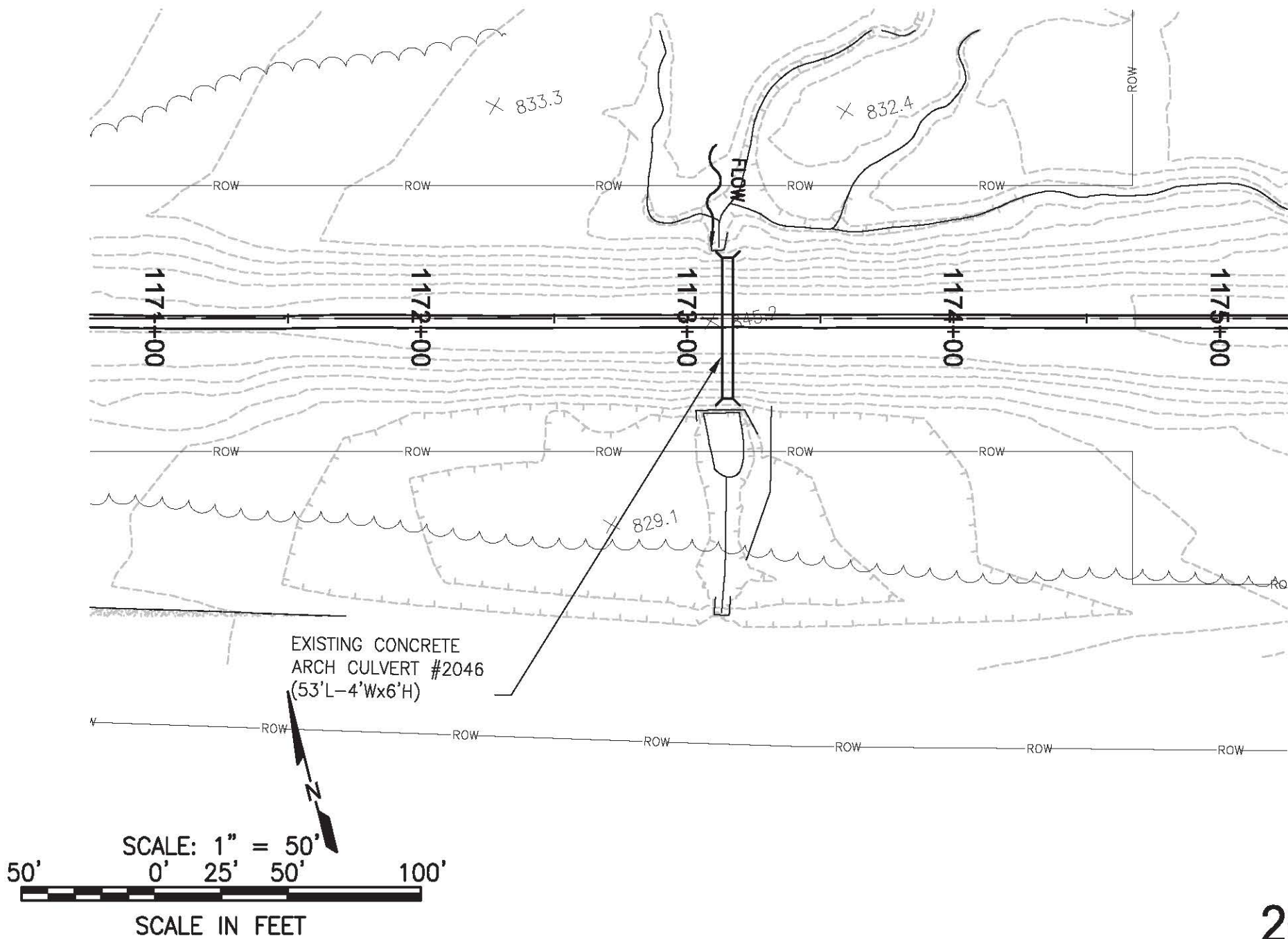




IMG_5139.jpg. South face of culvert #2047.



Photo 0033.jpg. North face of culvert #2047.



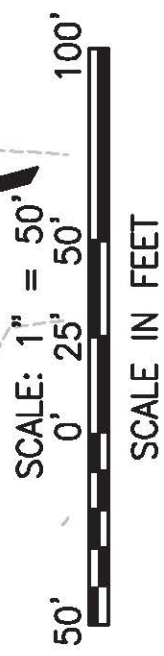
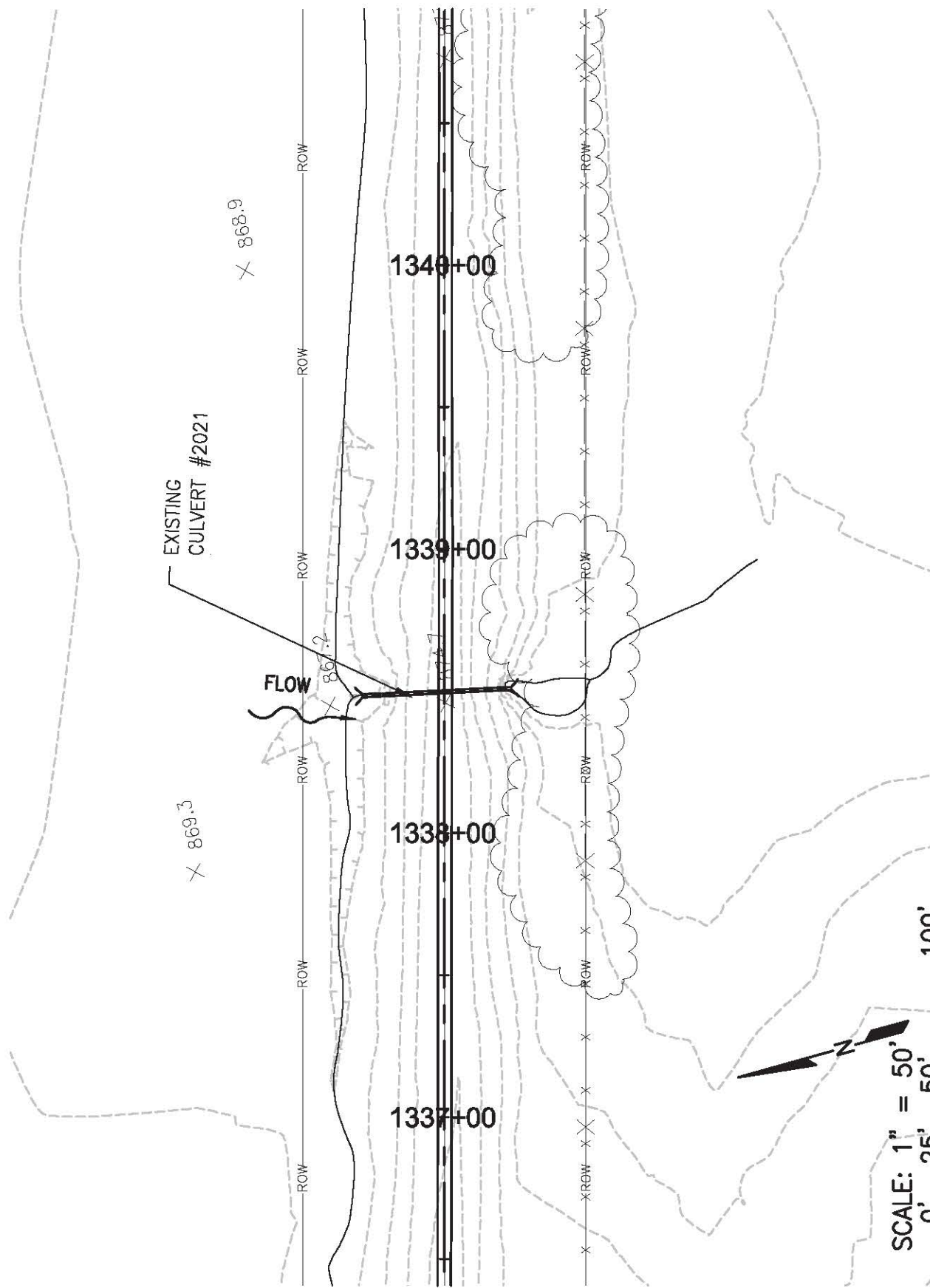
2046



IMG_5125.jpg. Culvert #2046.



IMG_5126.jpg. Culvert #2046.

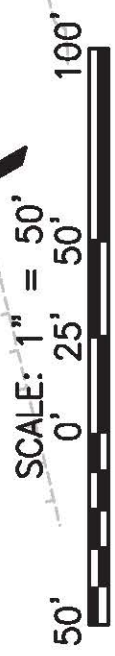
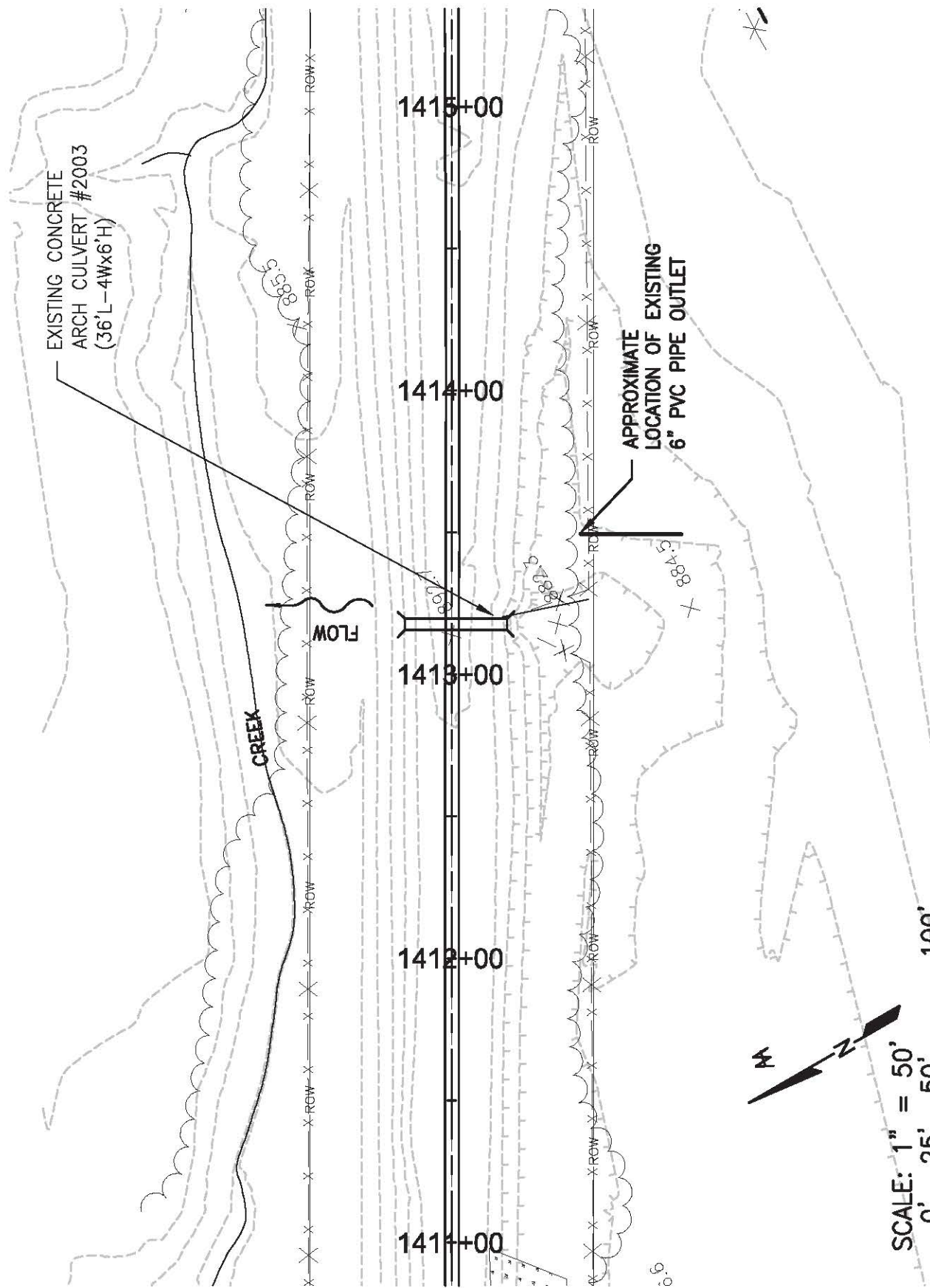




Picture 644.jpg. Culvert #2021.



Picture 645.jpg. Culvert #2021.



SCALE IN FEET

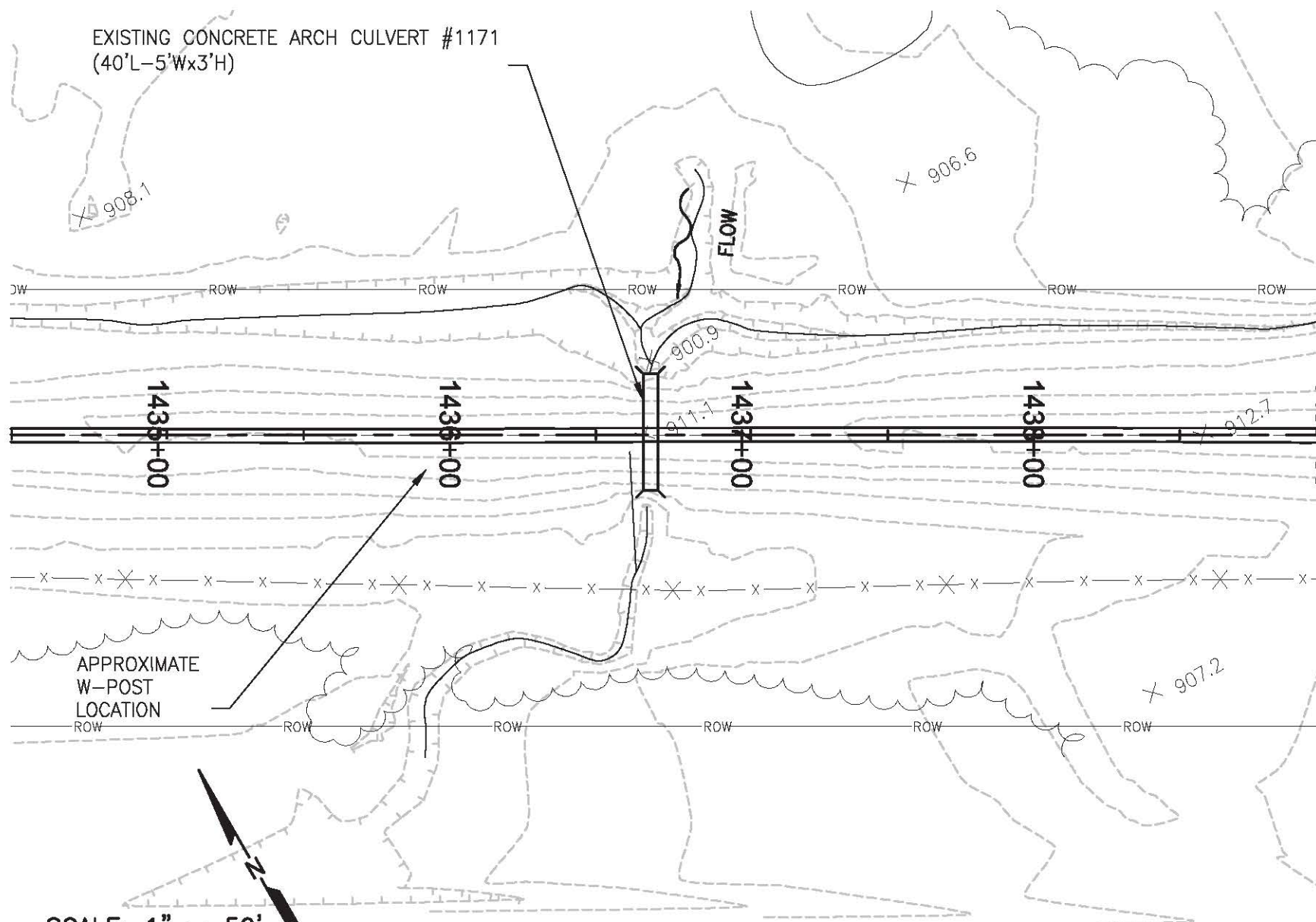


Picture 558.jpg. South face of culvert #2003.



Photo 0042.jpg. North face of culvert #2003.

EXISTING CONCRETE ARCH CULVERT #1171
(40'L-5'Wx3'H)



APPROXIMATE
W-POST
LOCATION

SCALE: 1" = 50'

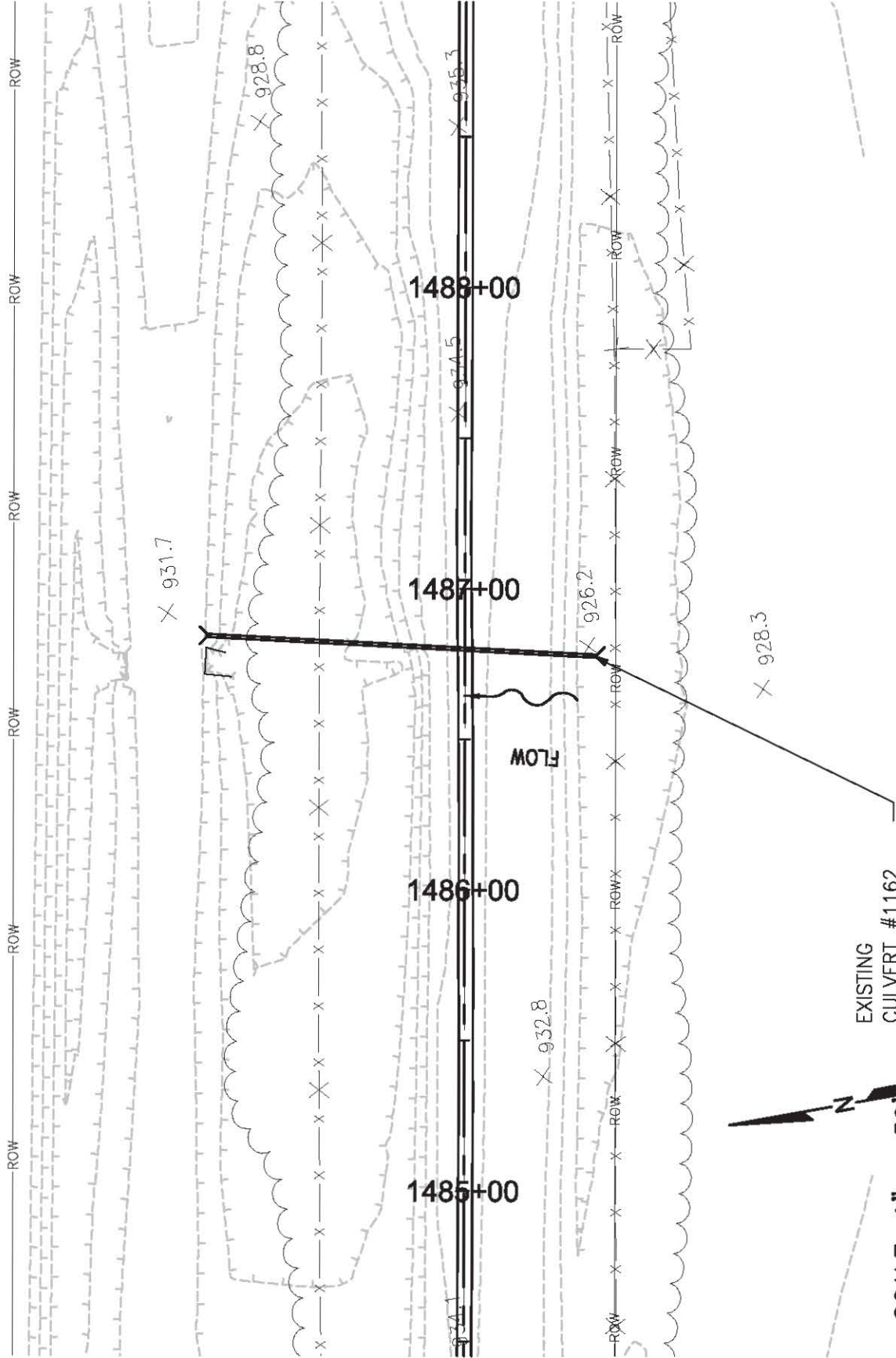
50' 0' 25' 50' 100'

SCALE IN FEET

1171



IMG_4887.jpg. Culvert #1171.



SCALE: 1" = 50'



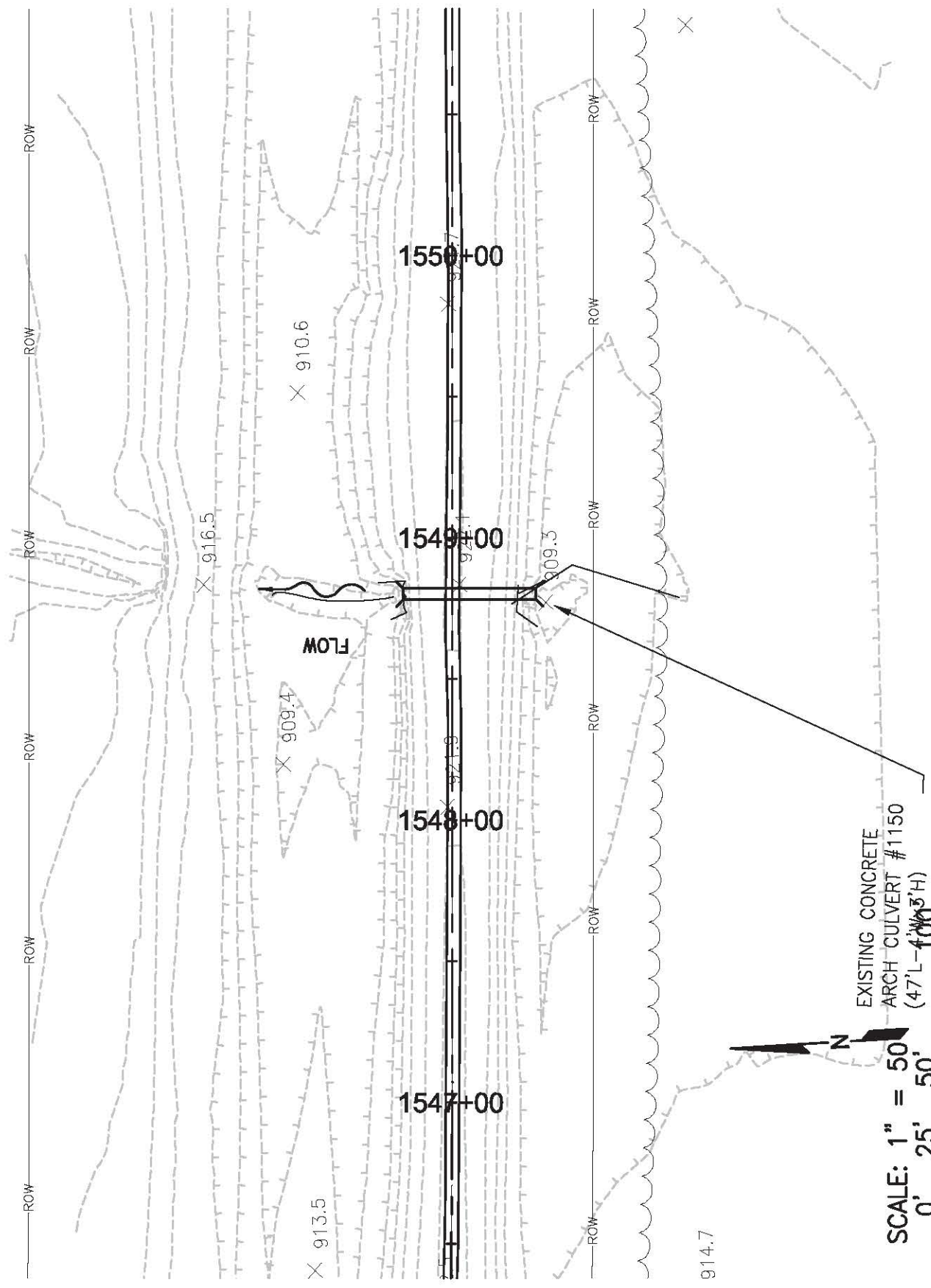
SCALE IN FEET



IMG_4855.jpg. South face of culvert #1162.



C 1162.jpg. North face of culvert #1162.



EXISTING CONCRETE
ARCH CULVERT #1150
(47' L - 14' W - 3' H)

SCALE: 1" = 50'
0' 25' 50'

50'

SCALE IN FEET

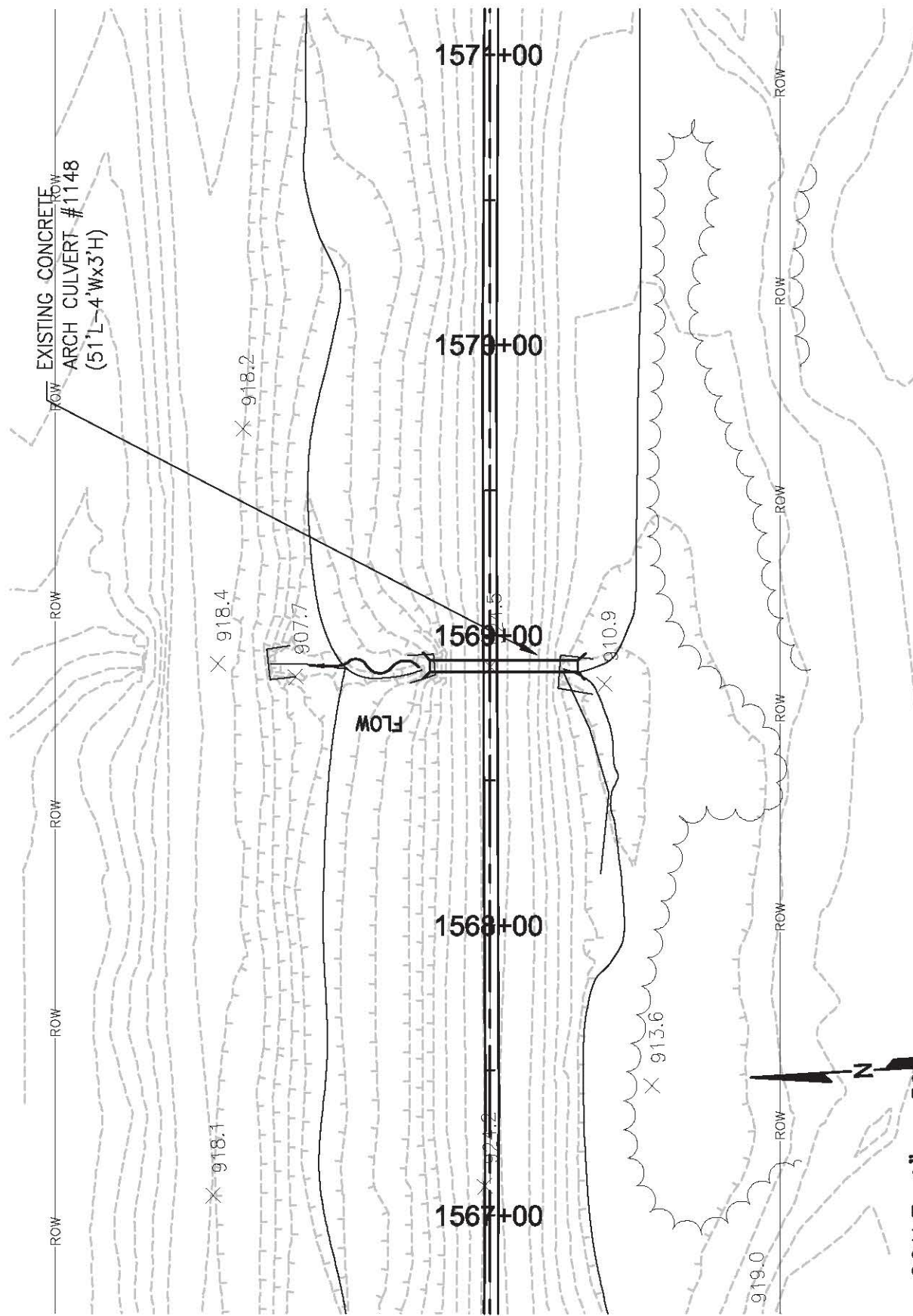
1150



IMG_4821.jpg. South face of culvert #1150.

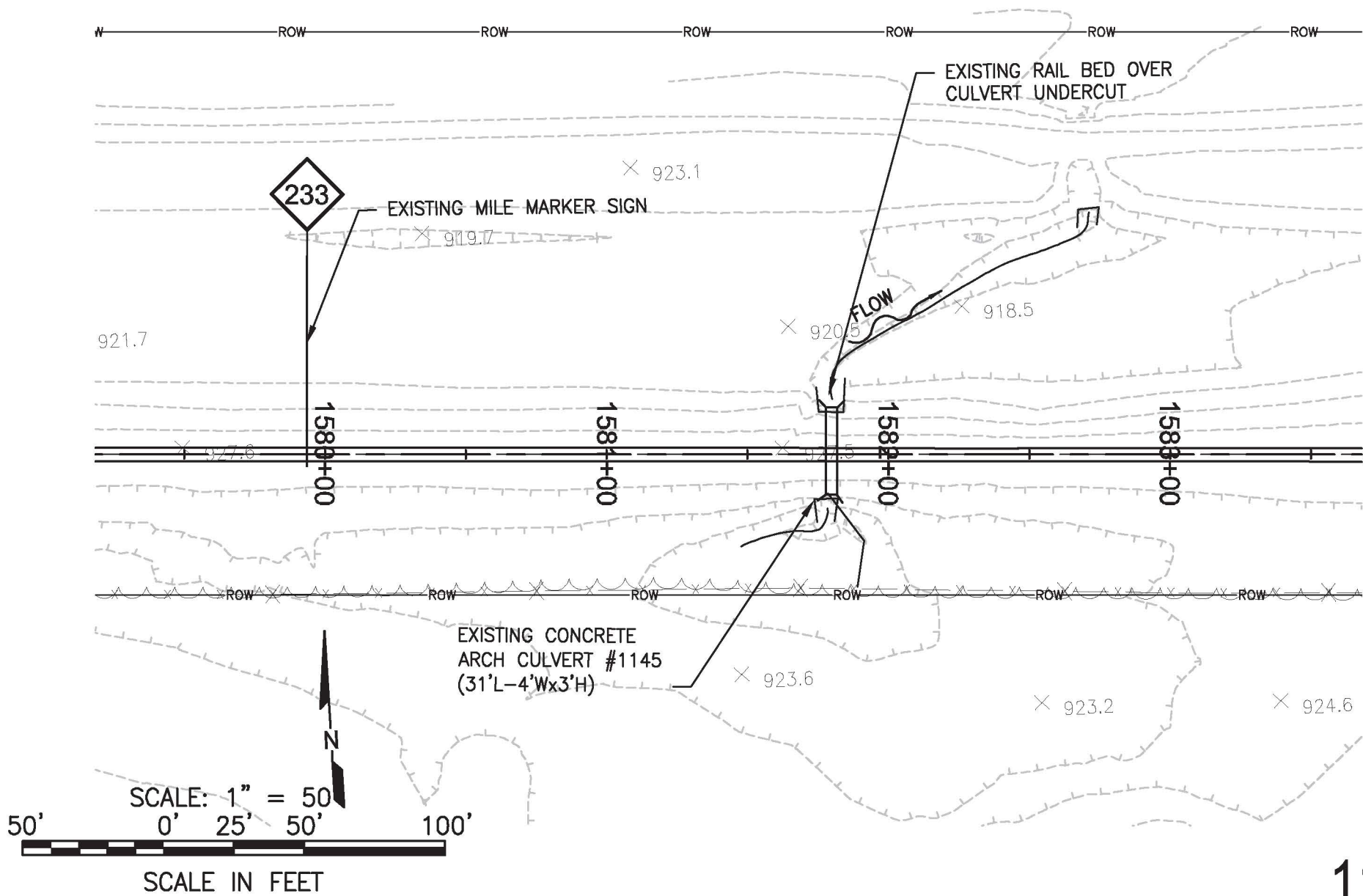


Photo 0044.jpg. North face of culvert #1150.





IMG_4813.jpg. Culvert #1148.

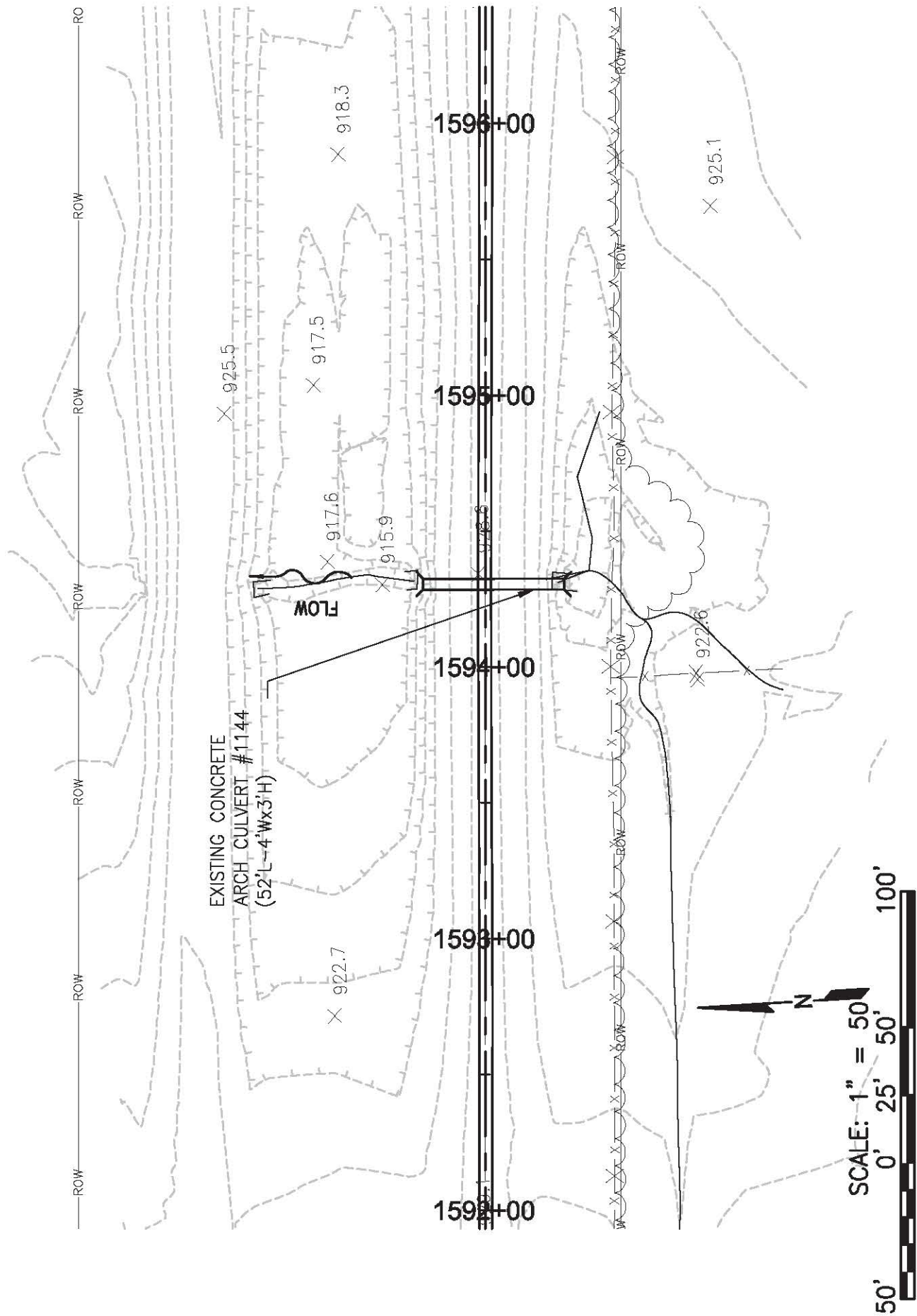




IMG_4804.jpg. South face of culvert #1145.



Photo 0046.jpg. North face of culvert #1145.





IMG_4800.jpg. South face of culvert #1144.



Photo 0047.jpg. North face of culvert #1144.

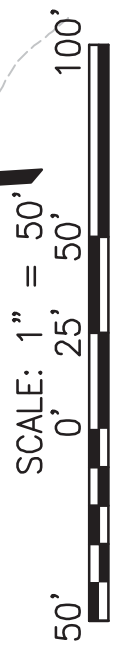
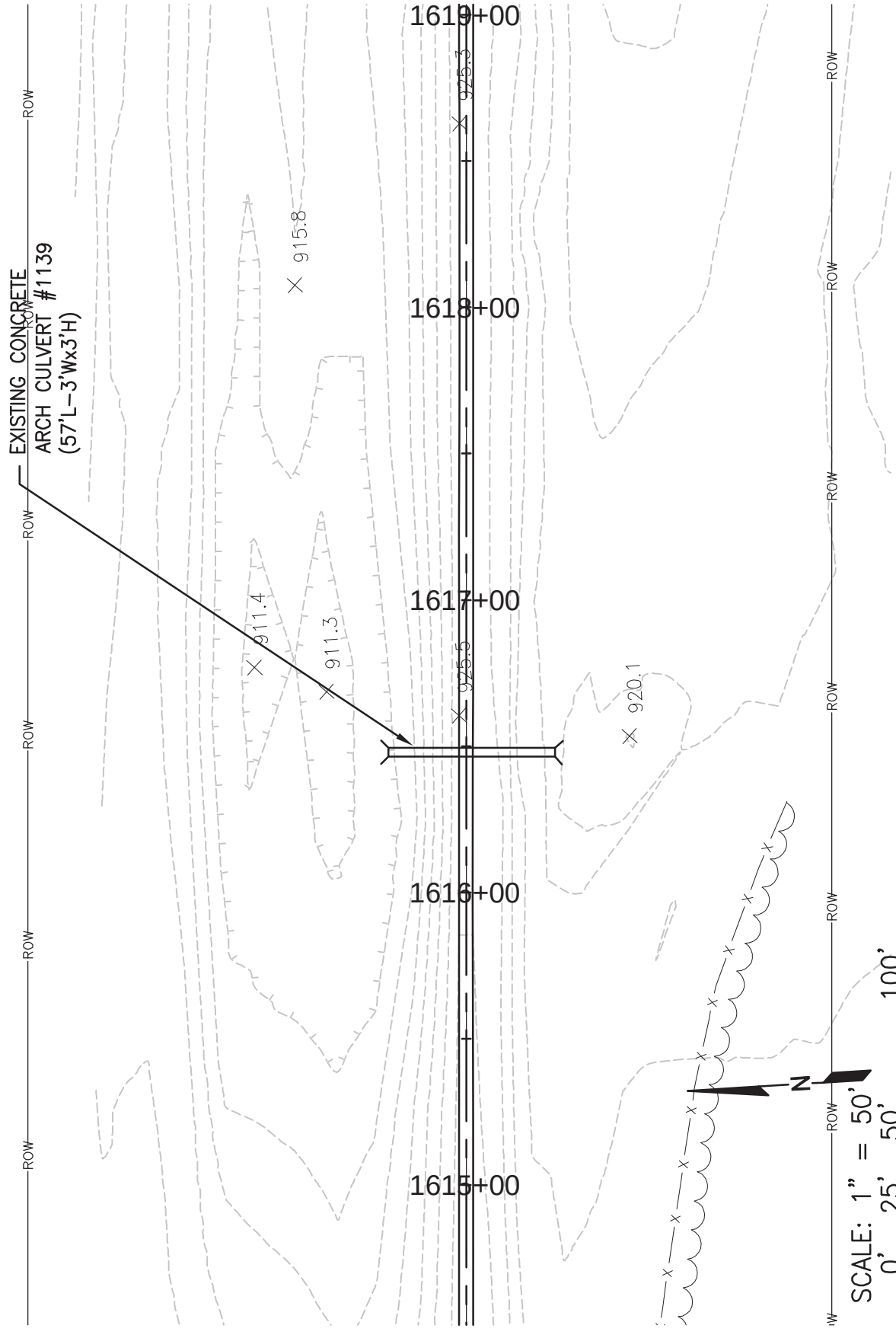
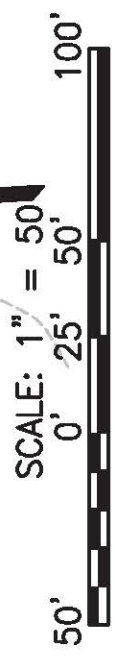
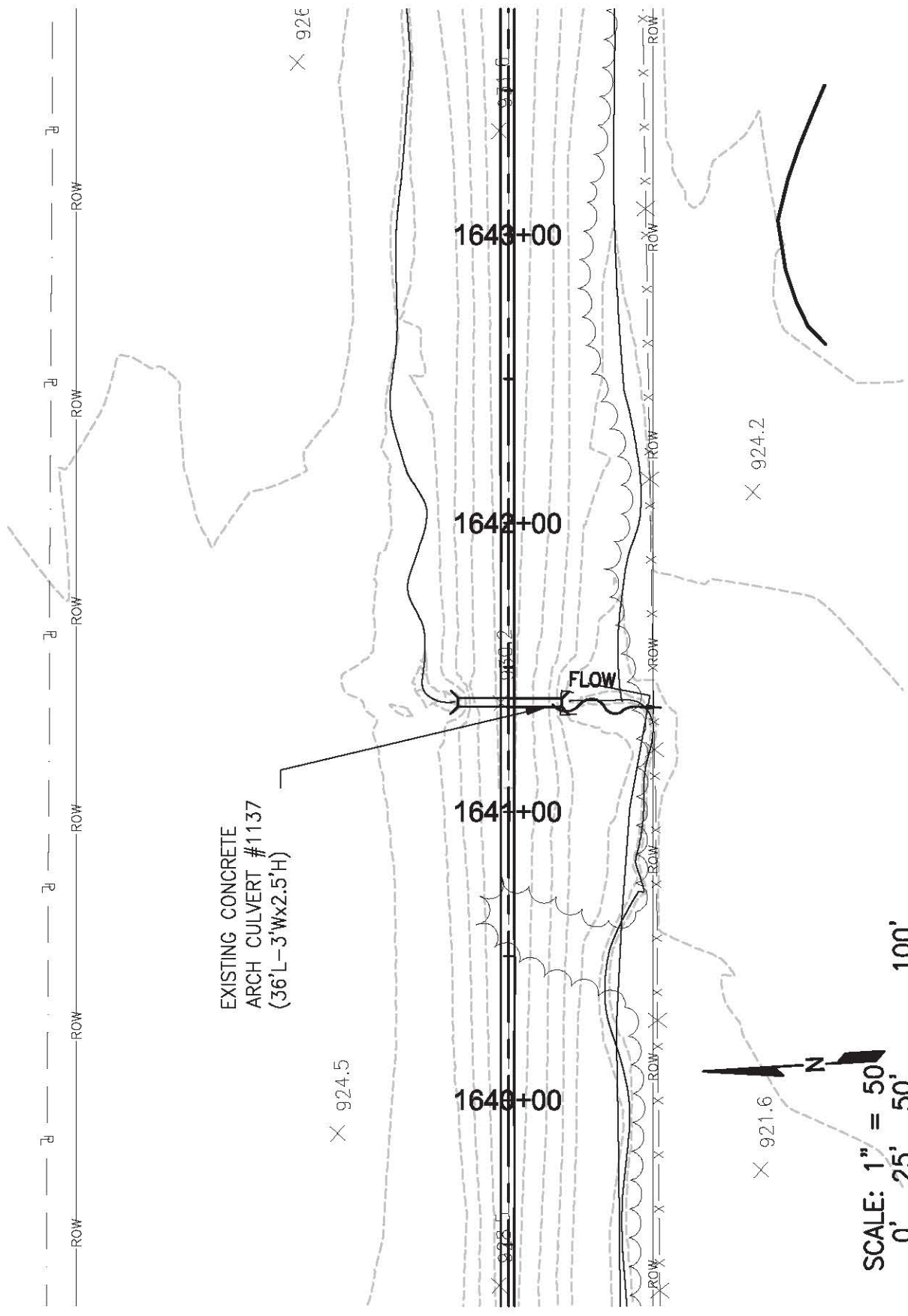




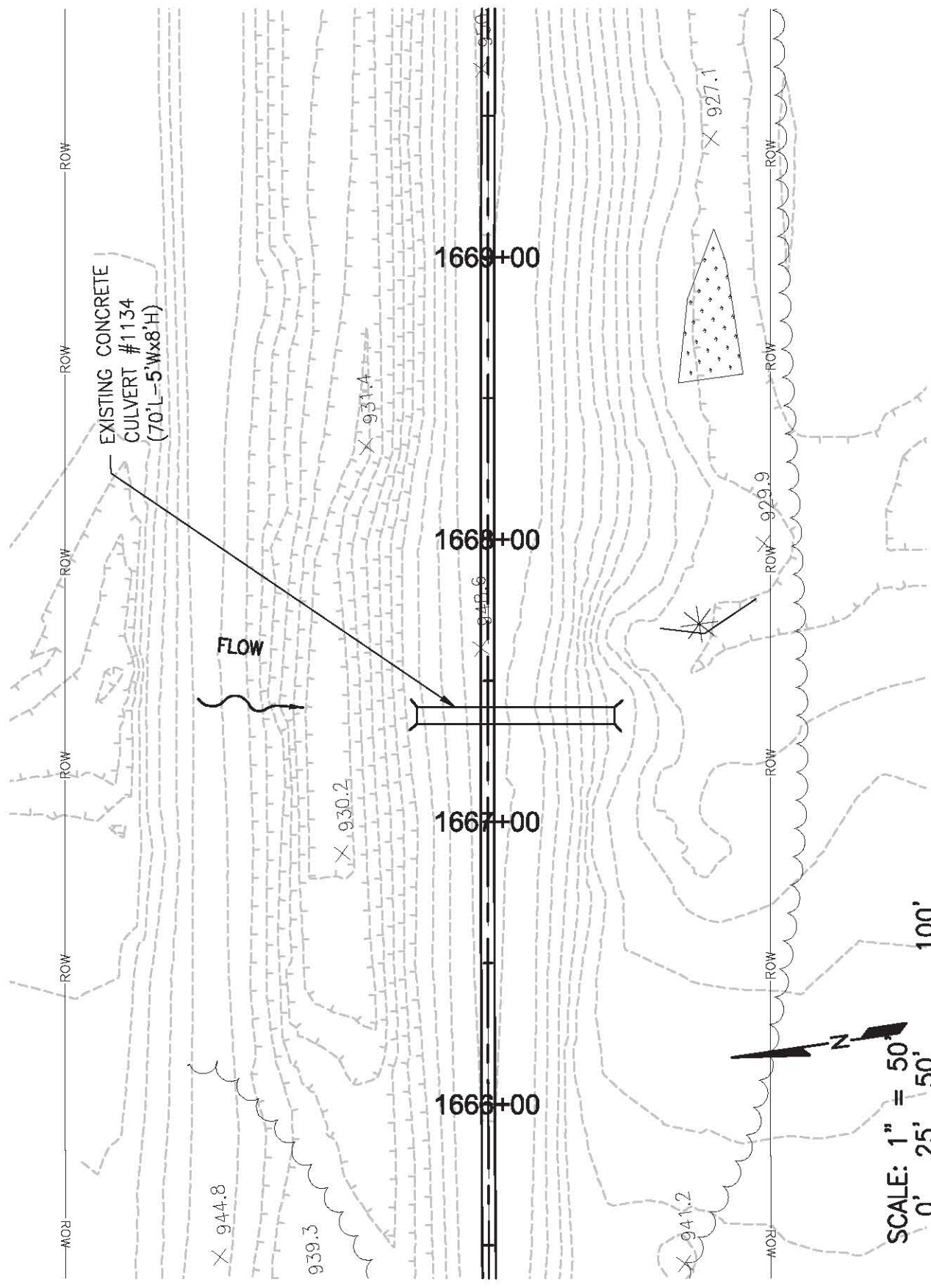
Photo 0048 C45 T2 954.jpg. Culvert #1139.



SCALE IN FEET



IMG_4773.jpg. Culvert #1137.



SCALE IN FEET

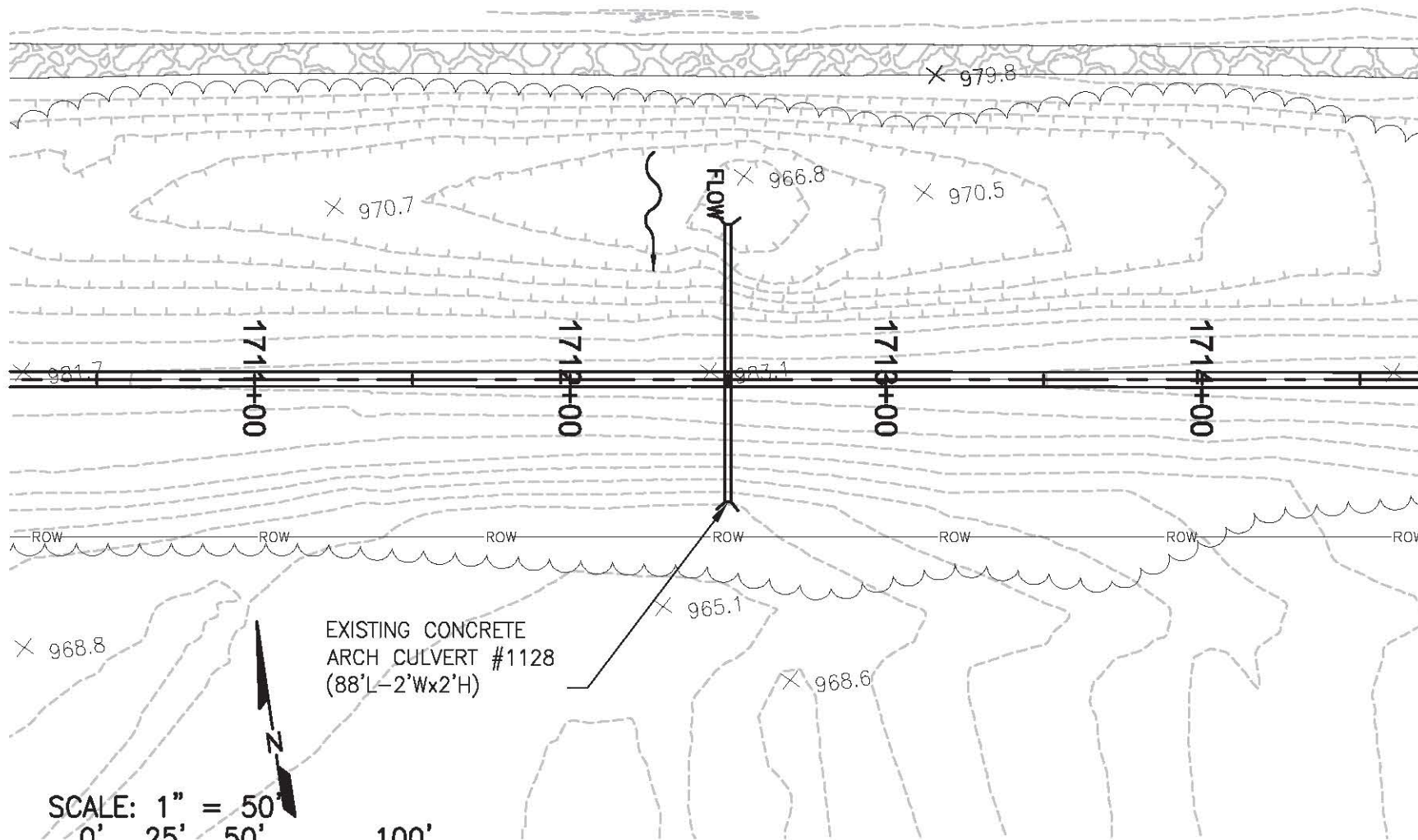


IMG_4763.jpg. Culvert #1134.



IMG_4765.jpg. Culvert #1134.

—ROW— —ROW— —ROW— —ROW— —ROW— —ROW— —ROW—



EXISTING CONCRETE
ARCH CULVERT #1128
(88'L-2'Wx2'H)

SCALE: 1" = 50'



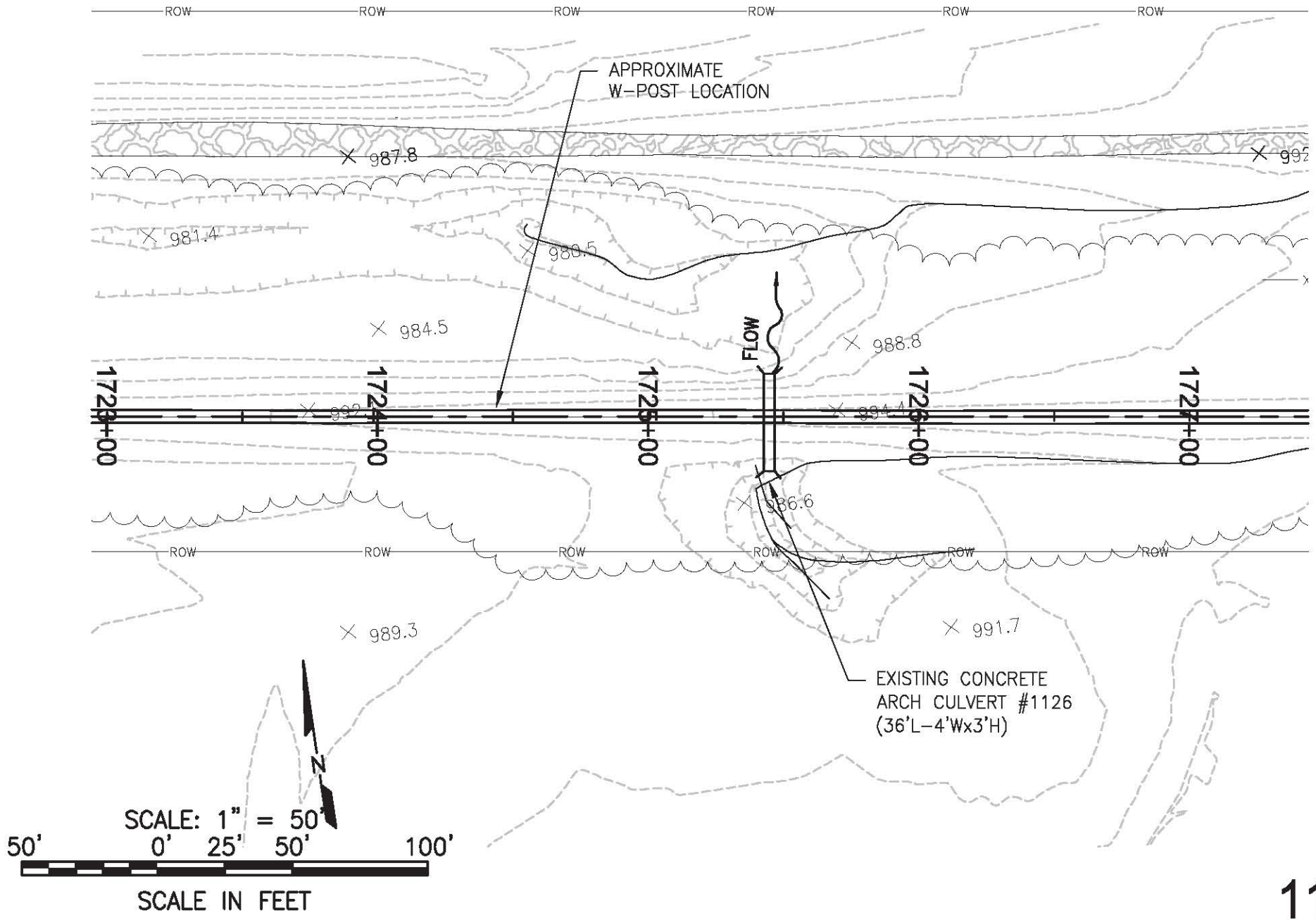
SCALE IN FEET



IMG_4747.jpg. South face of culvert #1128.



Photo 0053.jpg. North face of culvert #1128.

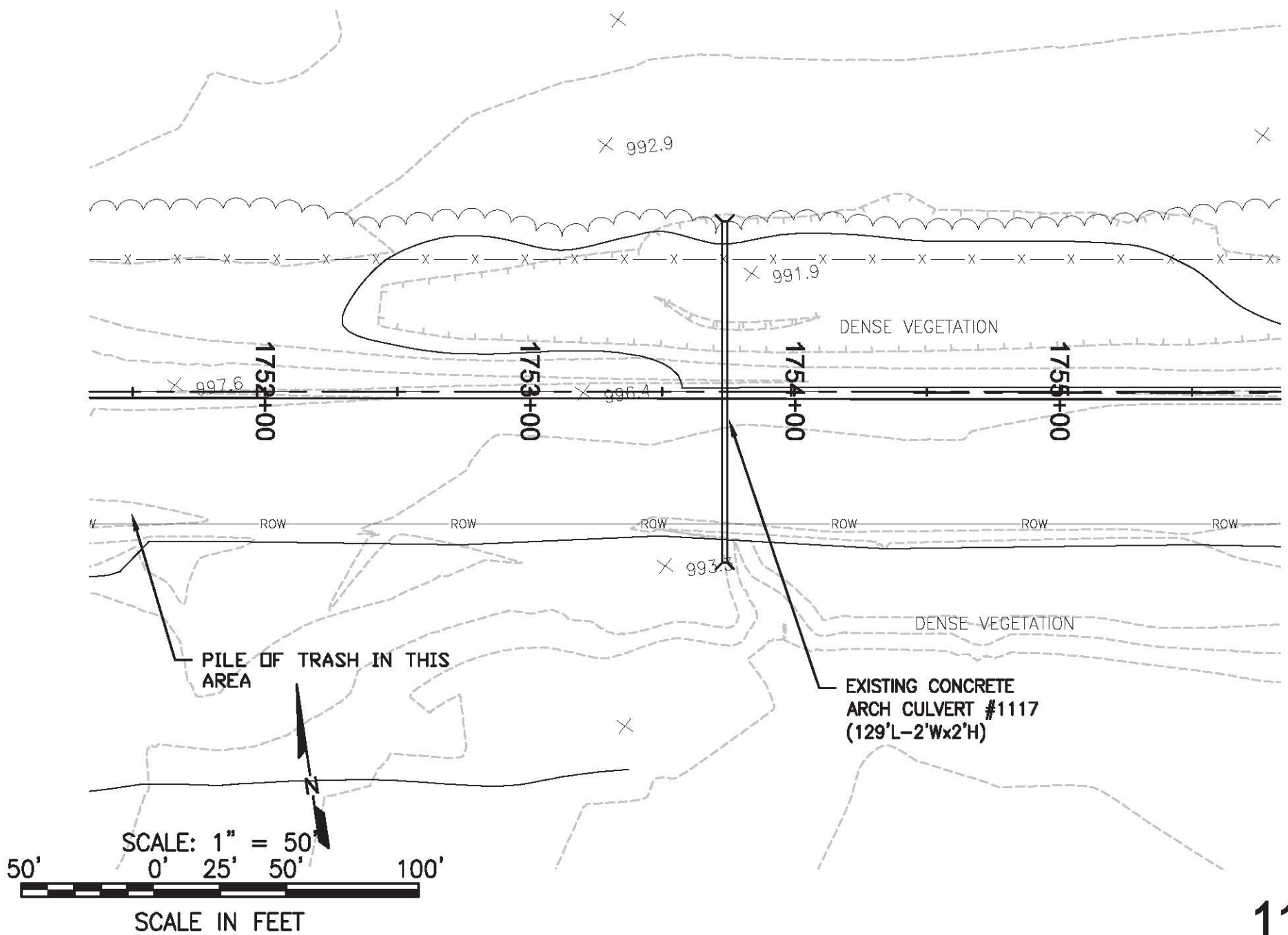




IMG_4741.jpg. South face of culvert #1126.



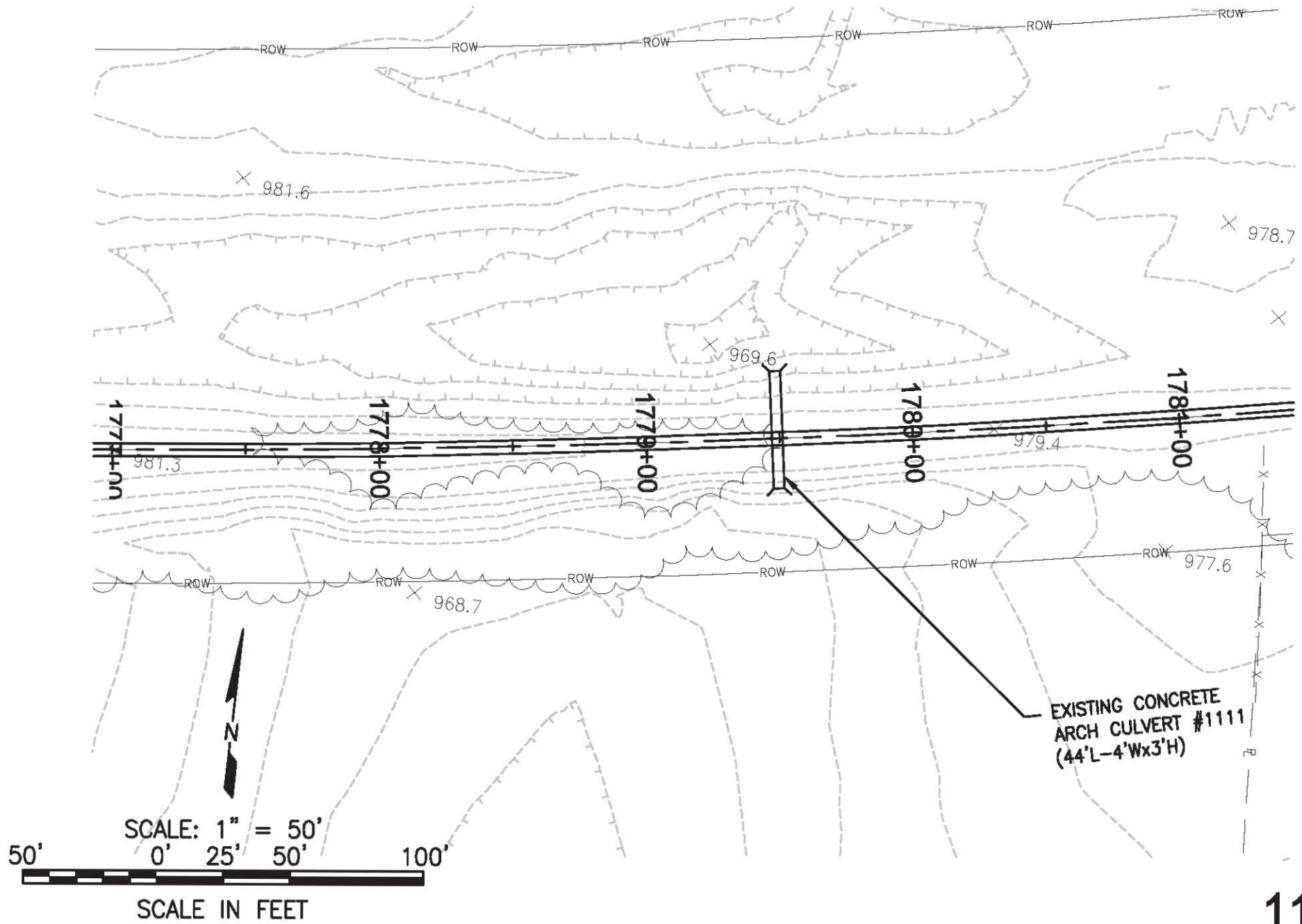
Photo 0054.jpg. North face of culvert #1126.



1117



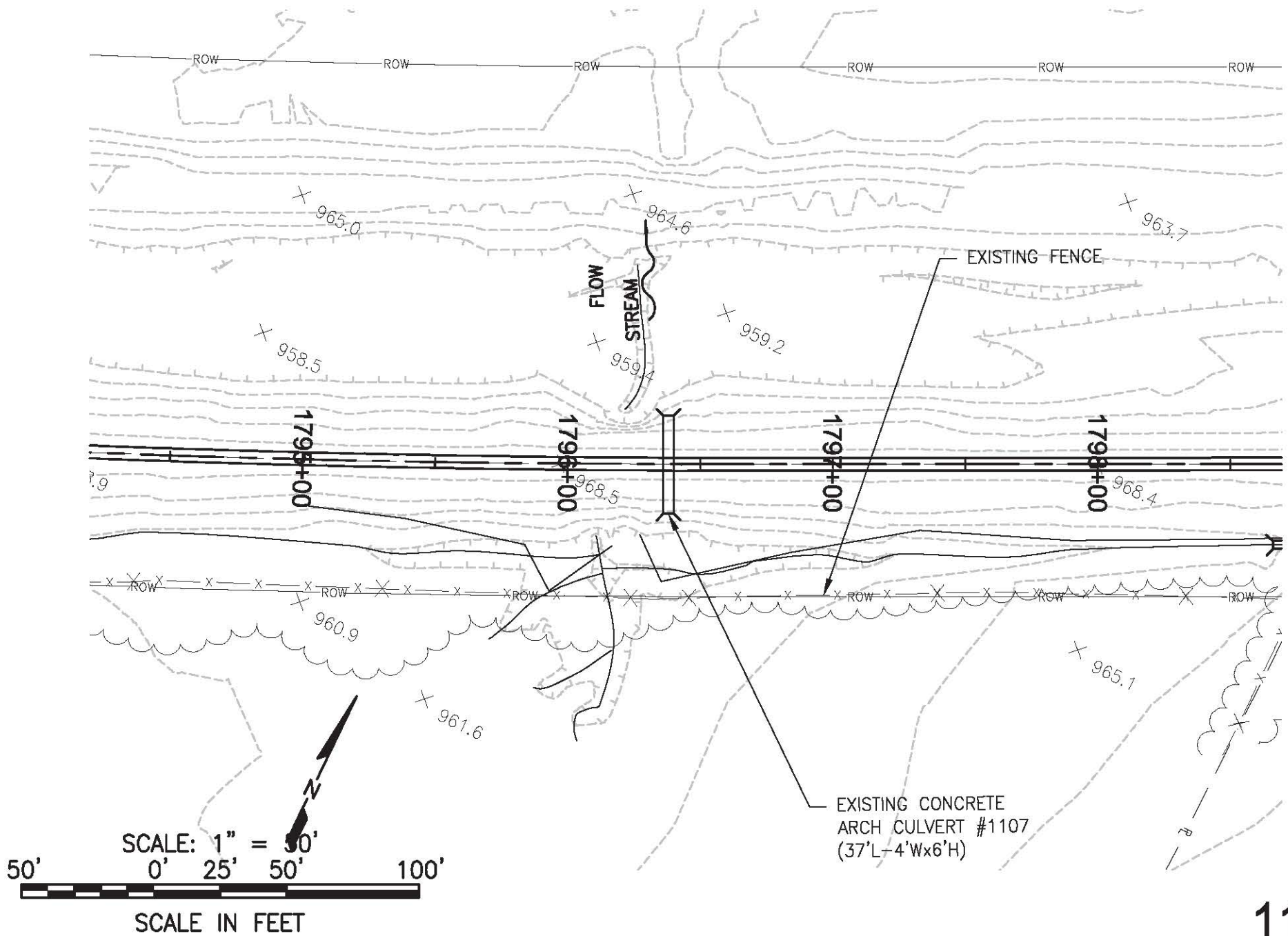
Photo 0055 C51 T2 1133.jpg. Culvert #1117.



1111



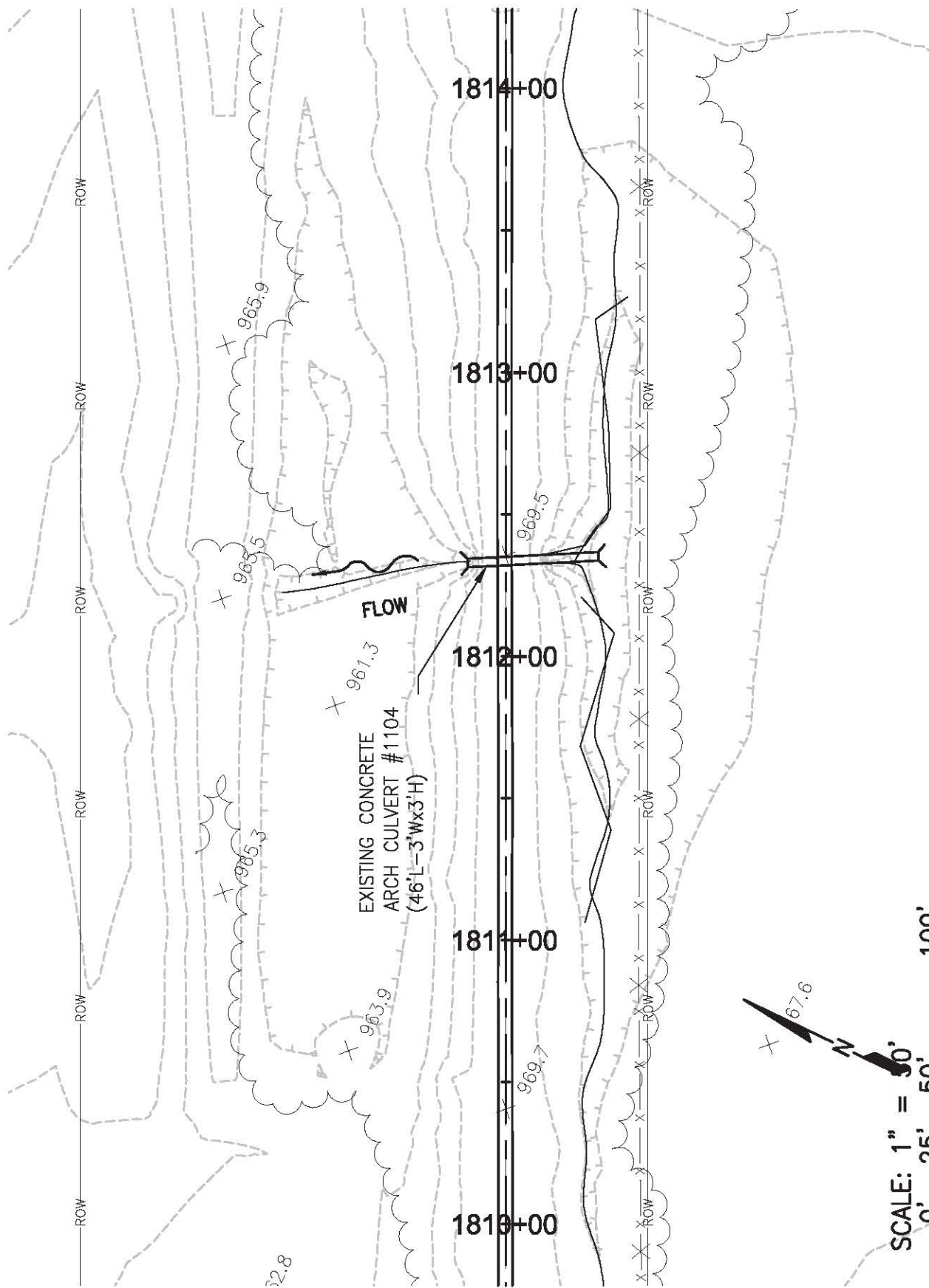
Photo 0056 C52 T2 1148.jpg. Culvert #1111.



1107



Photo 0057.jpg. Culvert #1107.



SCALE: 1" = 30'
0' 25' 50' 100'

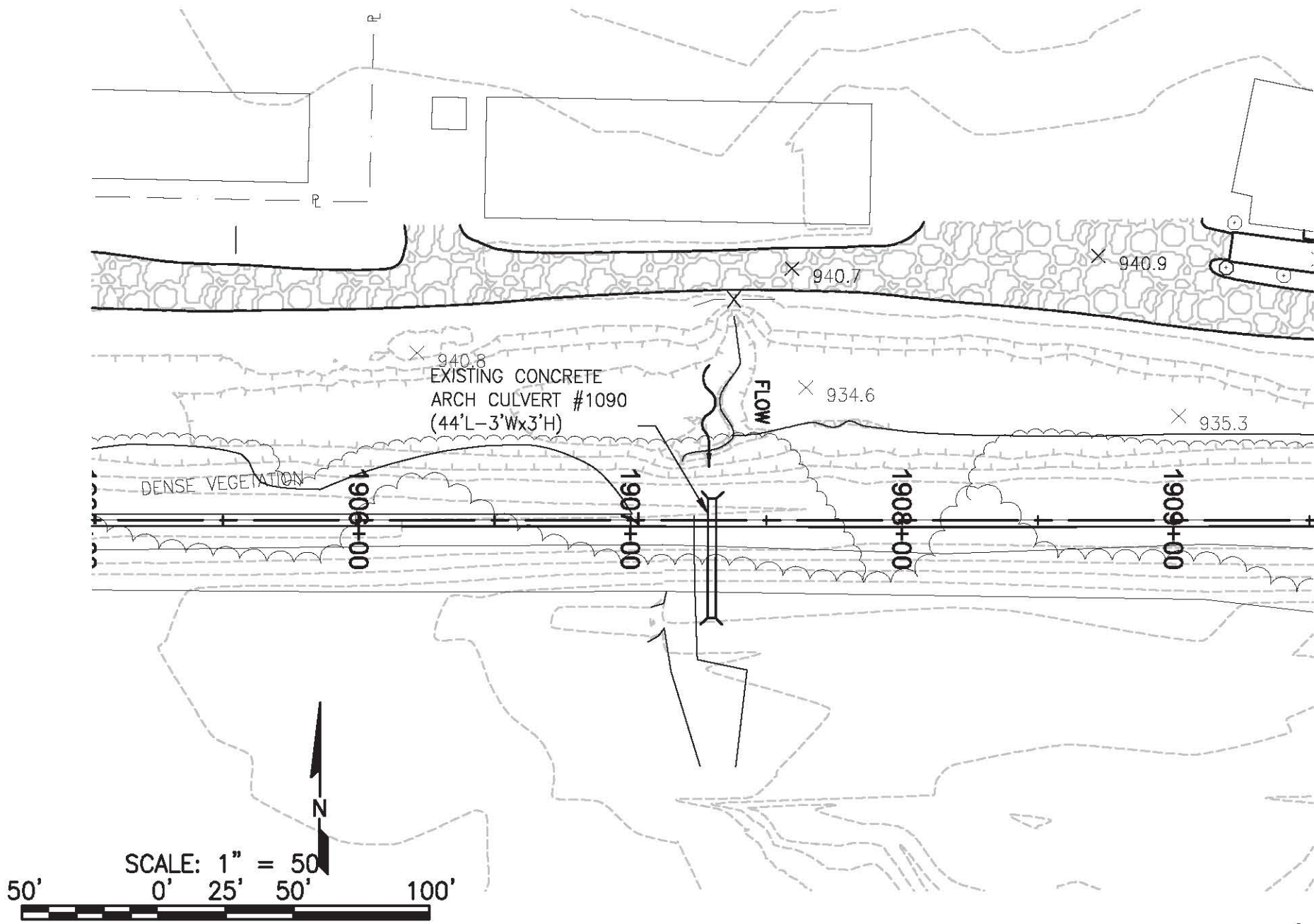
SCALE IN FEET



IMG_4672.jpg. South face of culvert #1104.

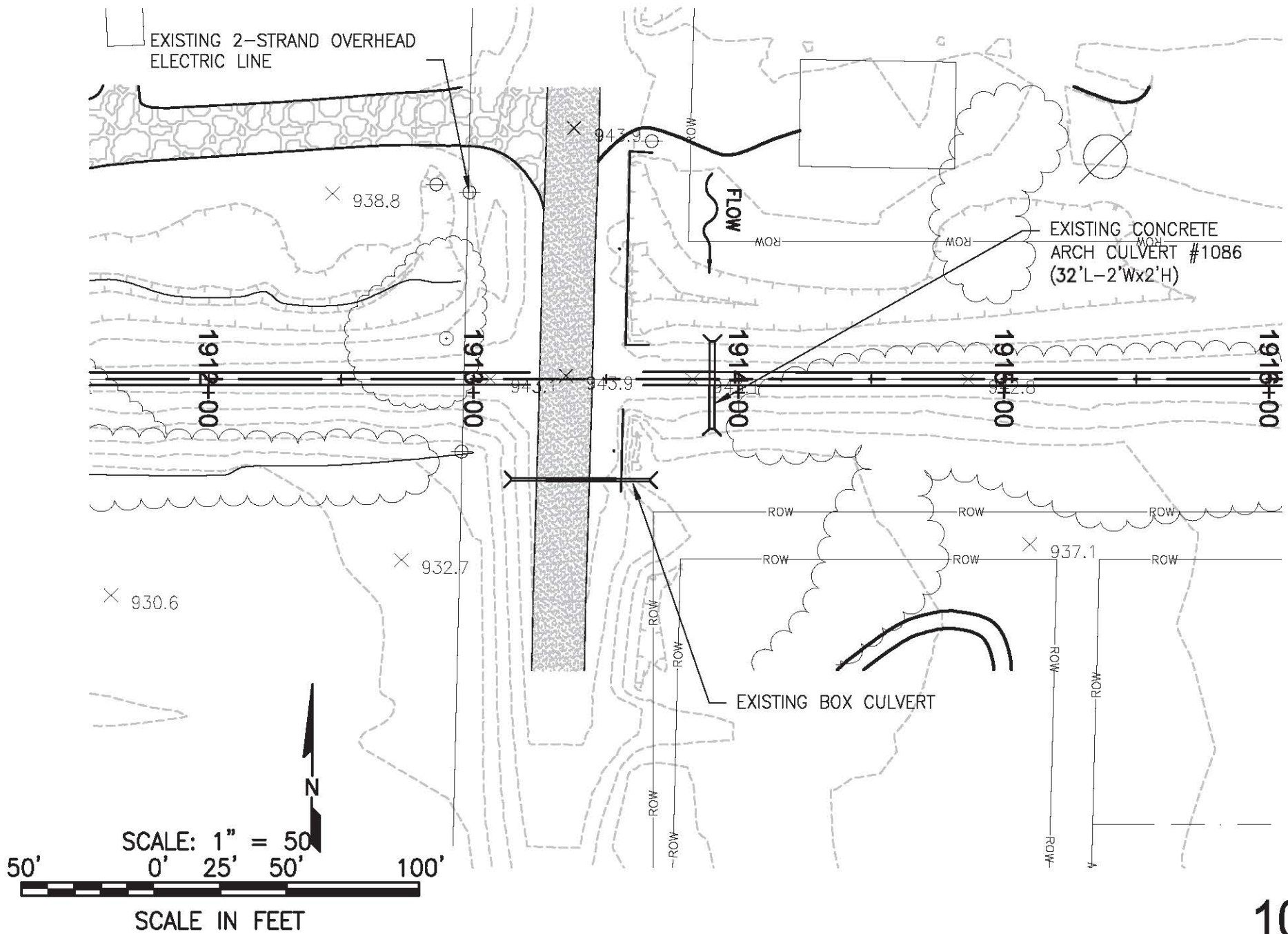


Photo 0058.jpg. North face of culvert #1104.



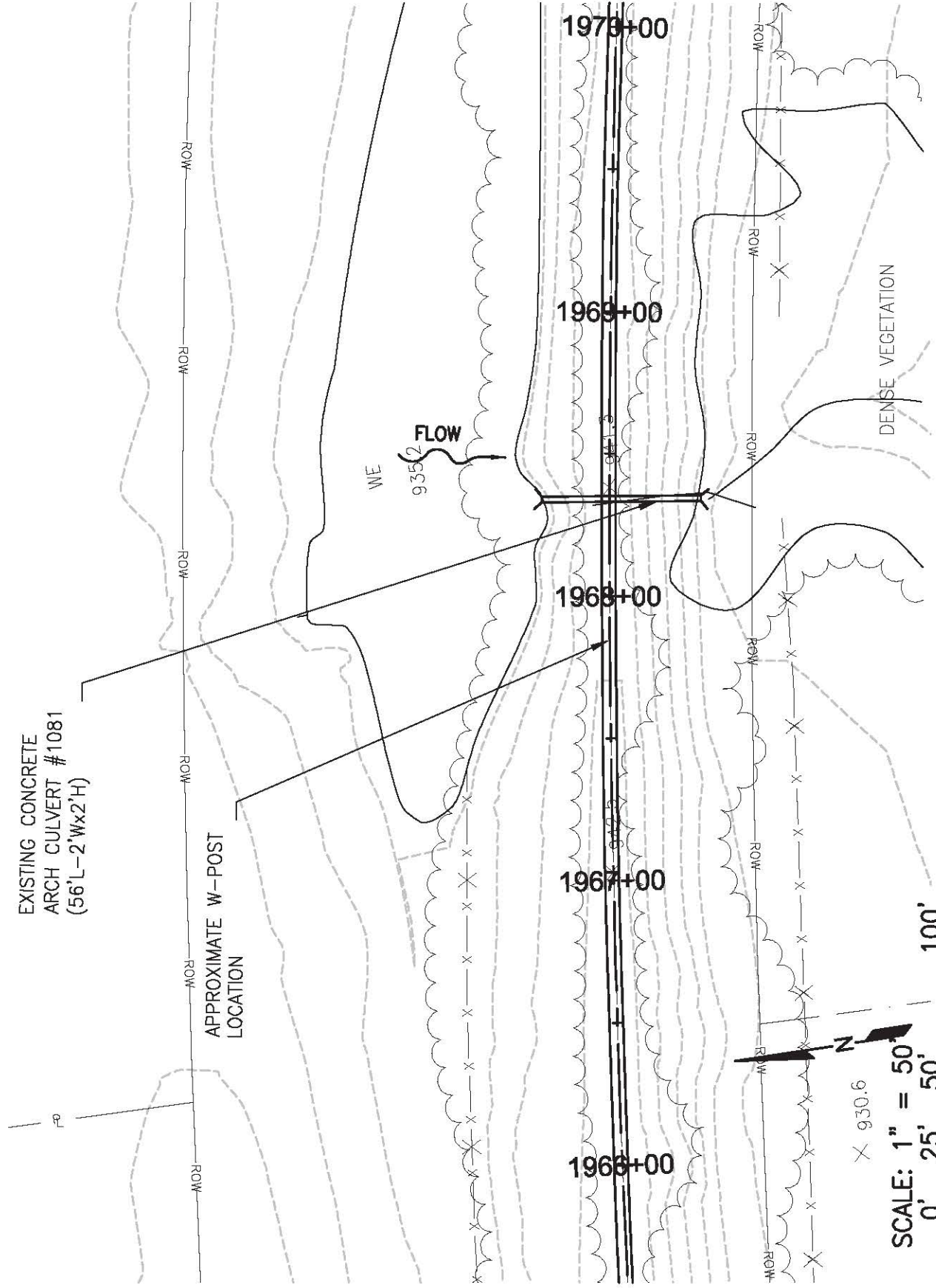


IMG_4621.jpg. Culvert #1090.



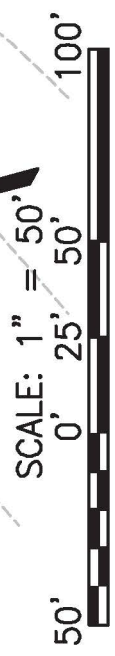
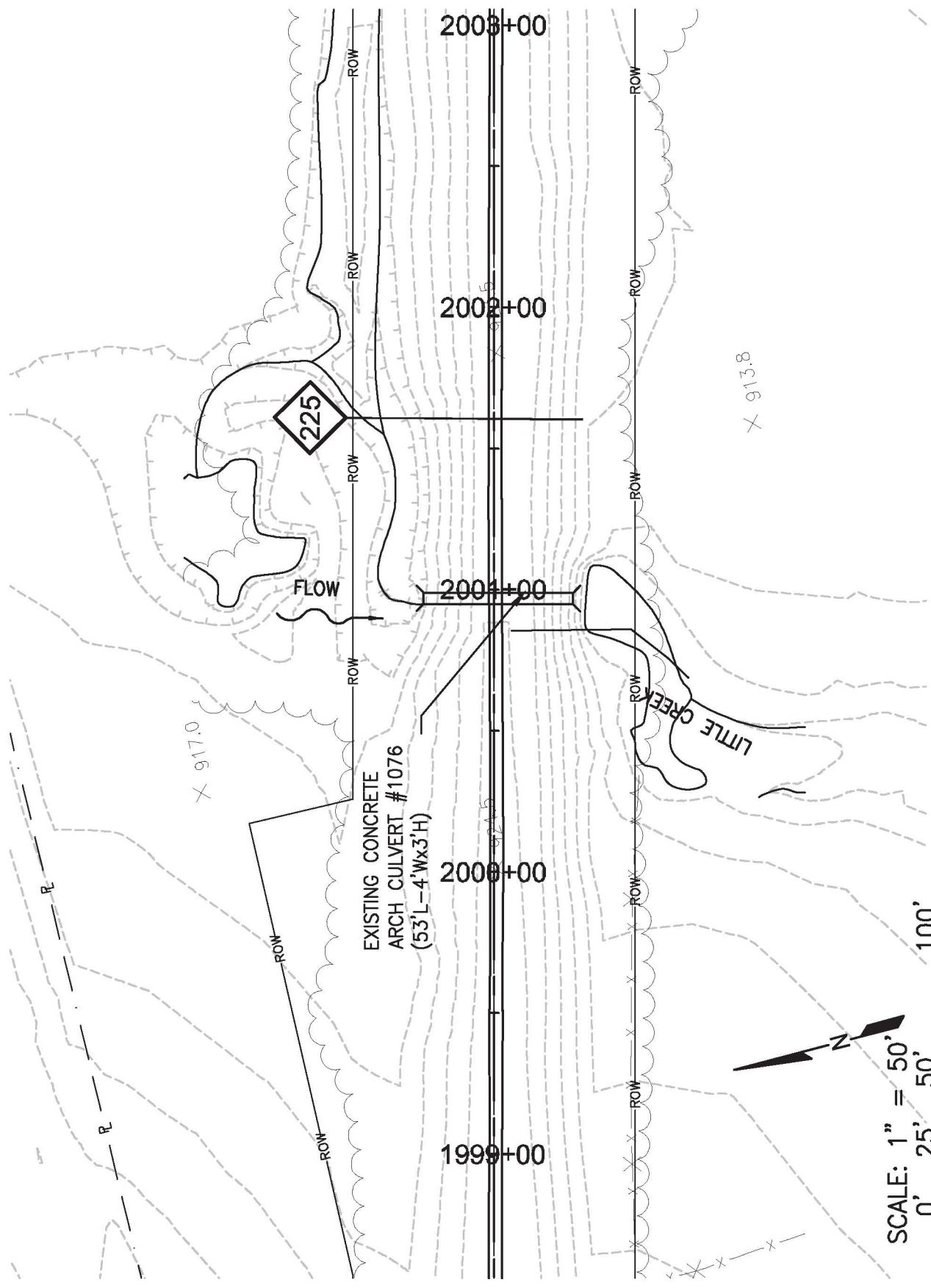


IMG_4607.jpg. Culvert #1086.





IMG_4597.jpg. Culvert #1081.



SCALE IN FEET



IMG_4585.jpg. Culvert #1076.

EXISTING CONCRETE
ARCH CULVERT #1074
(24' L - 3' W x 3' H)

2033+00

2032+00

2031+00

2030+00

2029+00

915.8

913.4

914.5

914.4

NE

SCALE: 1" = 50'

0' 25' 50' 100'

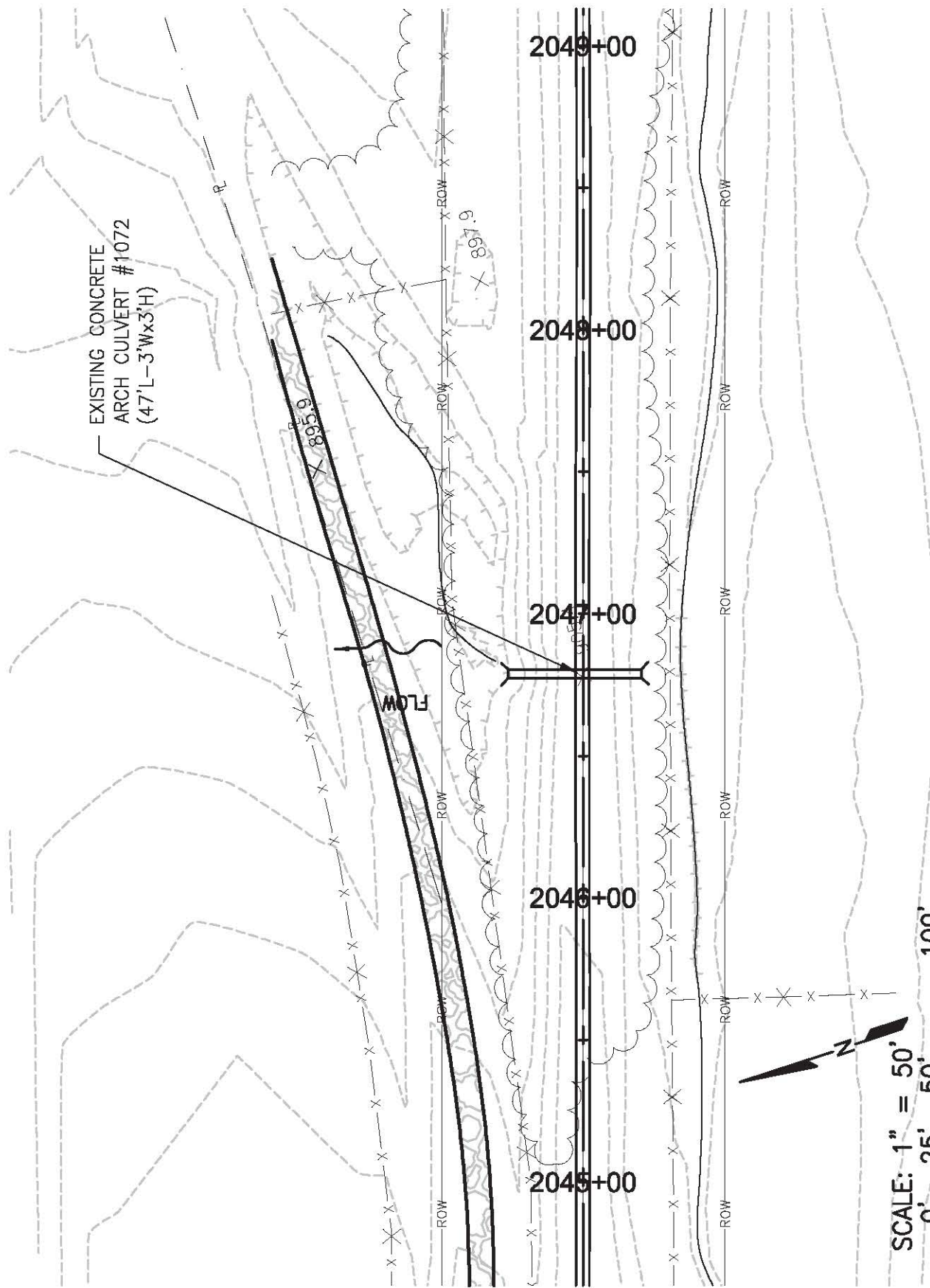
2029+00

914.5

SCALE IN FEET

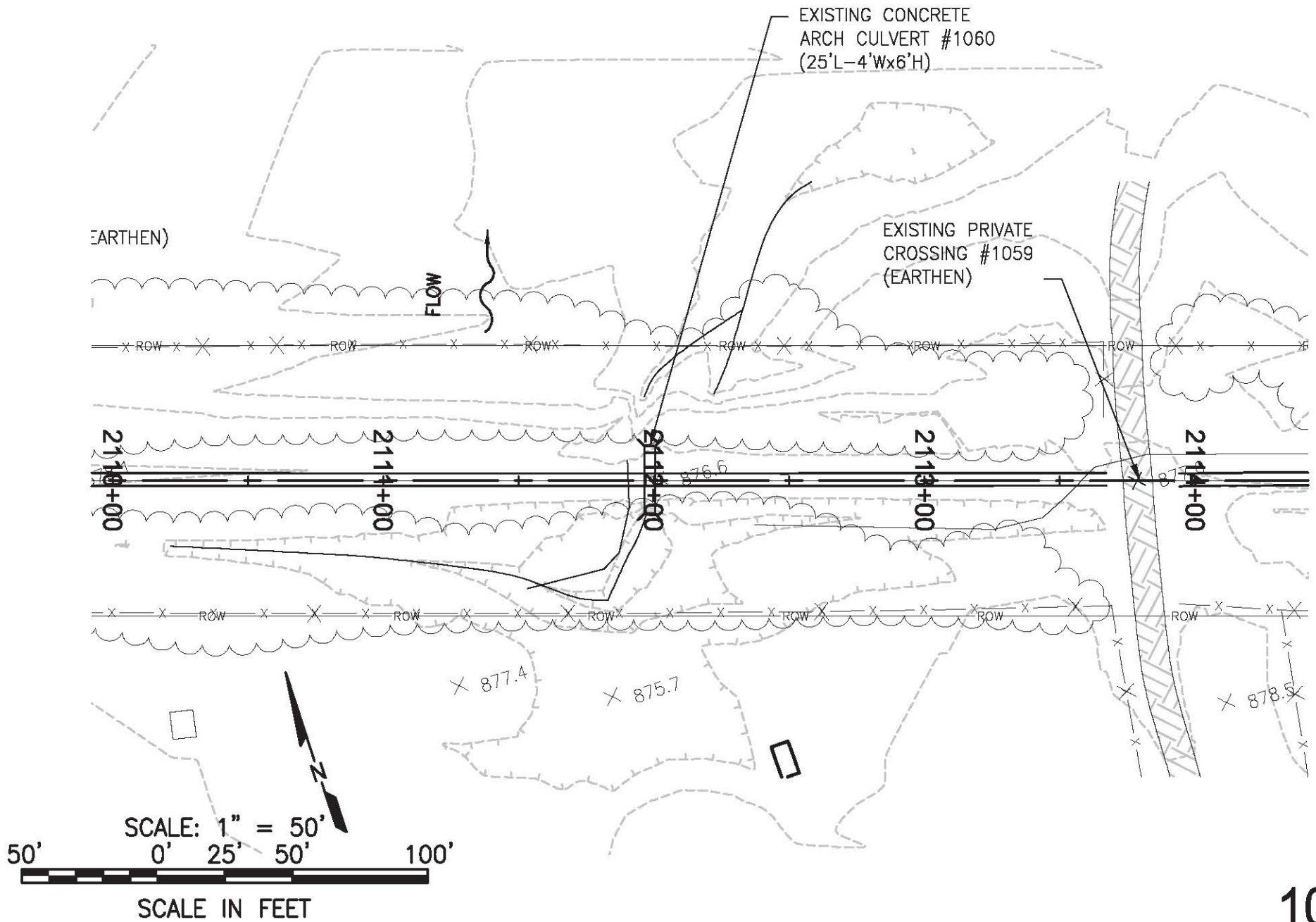


Photo 0063 C18 068.jpg. Culvert #1074.





IMG_4572.jpg. Culvert #1072.

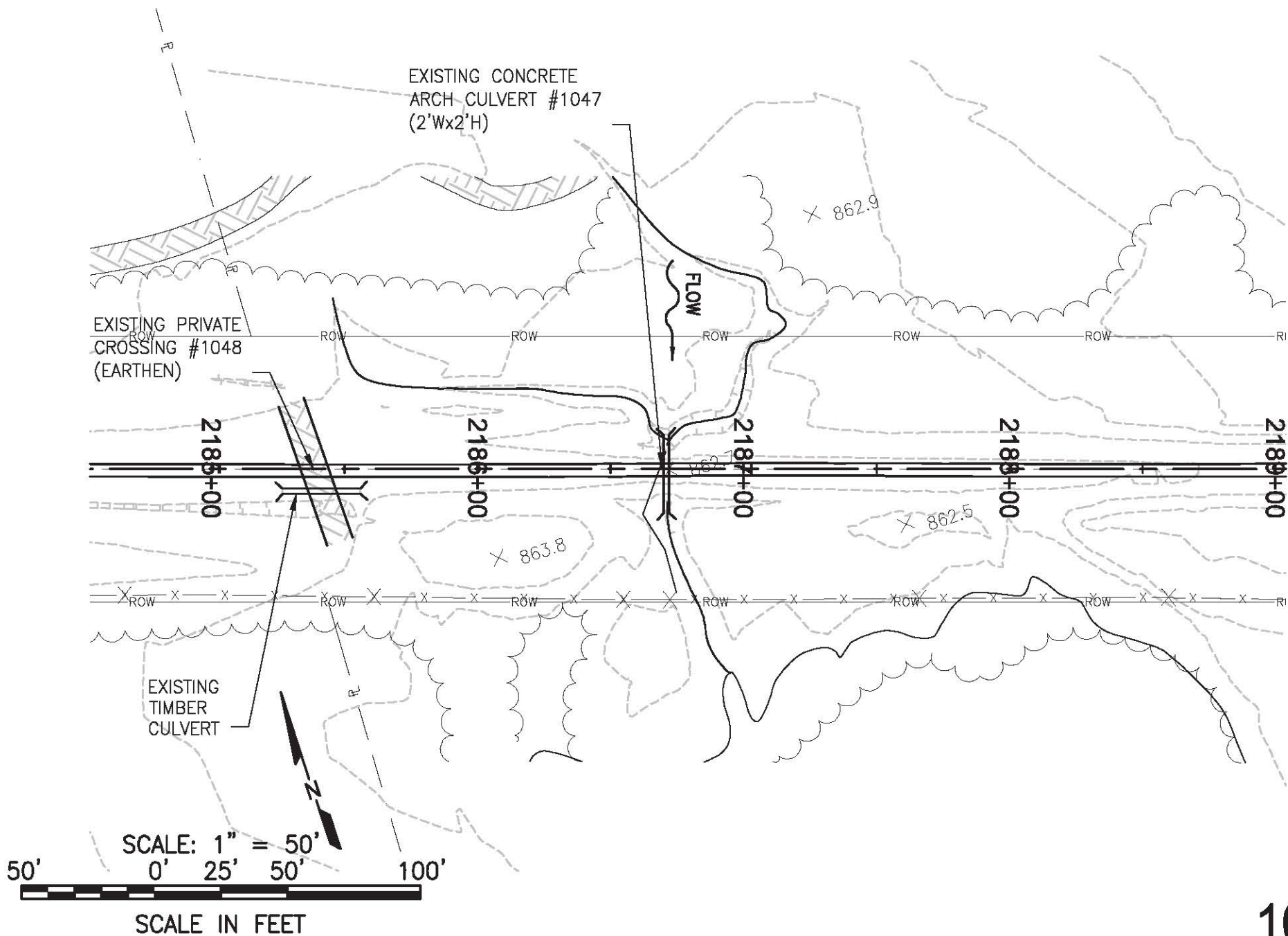




IMG_4535.jpg. South face of culvert #1060.



C 1060.jpg. North face of culvert #1060.

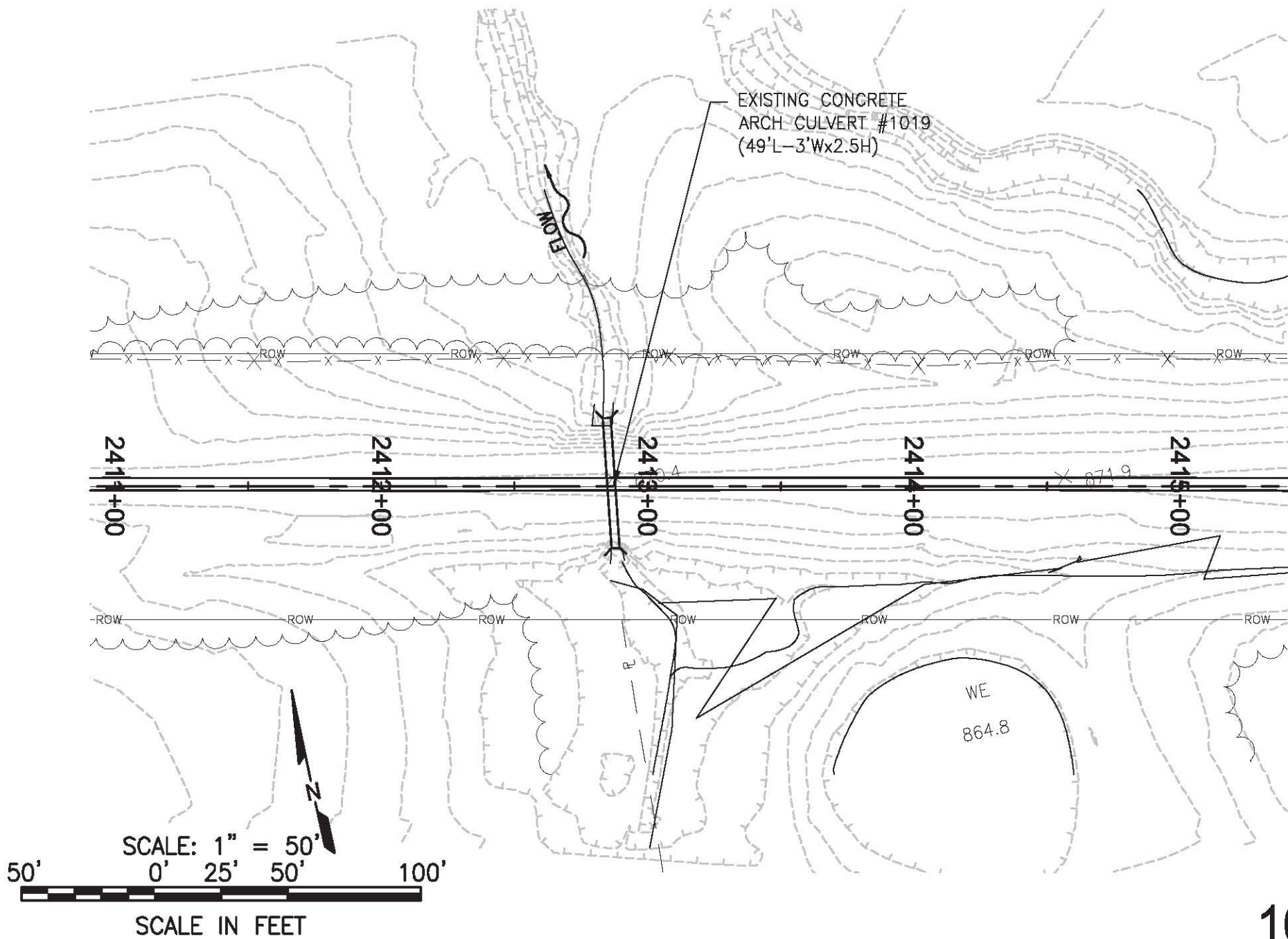




C 1047.jpg. Culvert #1047.



IMG_4430.jpg. Culvert #1036.

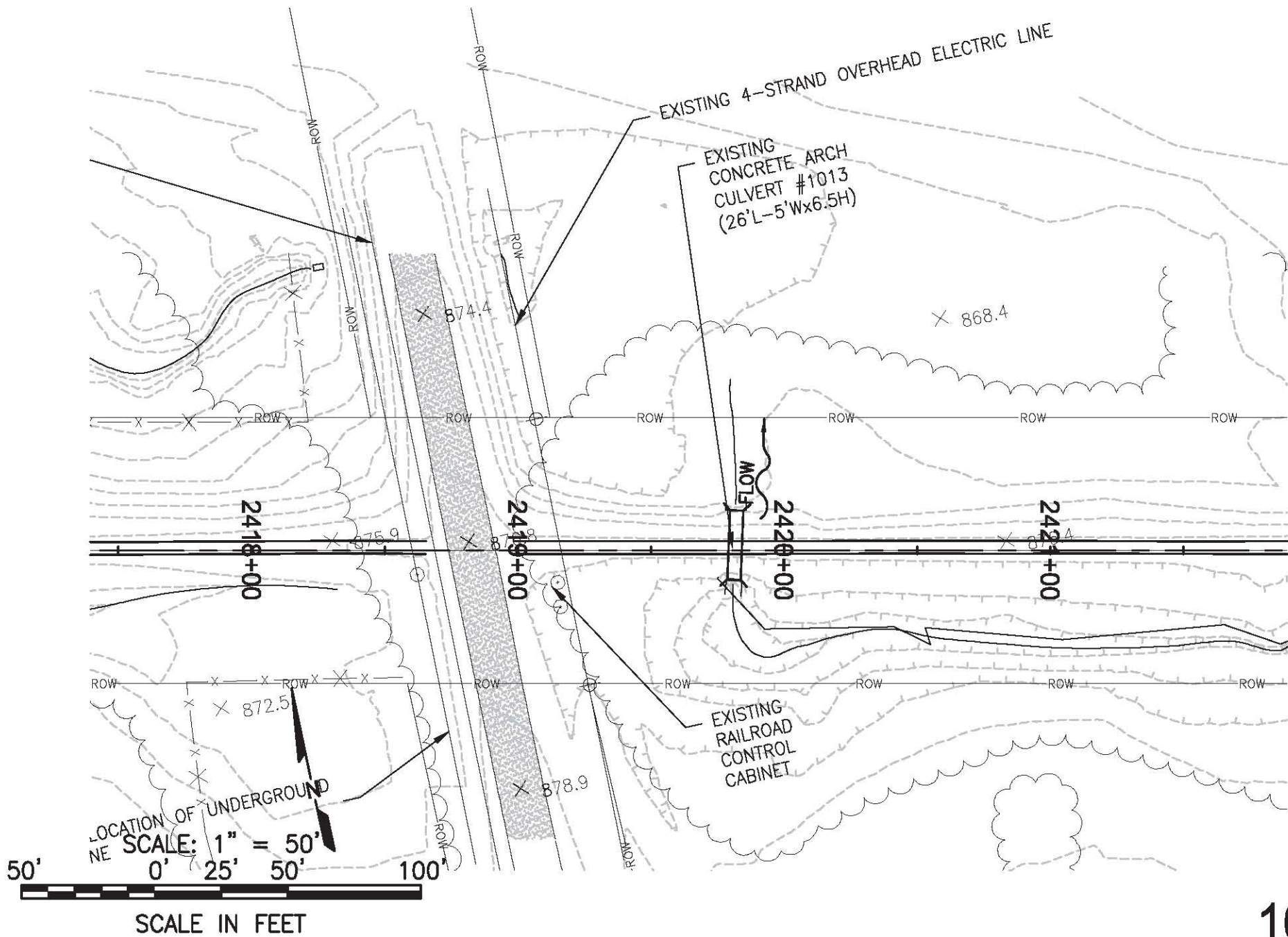




IMG_4385.jpg. South face of culvert #1019.



Photo 0074.jpg. North face of culvert #1019.





IMG_4373.jpg. South face of culvert #1013.



Photo 0075.jpg. North face of culvert #1013.



Culv 1Photo 030. Culvert #970.

Exhibit 8

STRUCTURE LIST

STR #	*MILE POST	STRUCTURE TYPE	SIZE	AGE
3076	256.6	CULVERT	31'Lx4'Wx3'H	50+
3073	256.0	CULVERT	25'Lx4'Wx3'H	50+
3068	255.6	CULVERT	29'Lx4'Wx9'H	50+
3042	254.9	BRIDGE	193' SPAN	50+
3031	254.2	BRIDGE	180' SPAN	50+
3021	253.8	BRIDGE	178' SPAN	50+
3016	253.4	CULVERT	29'Lx14'Wx8.5'H	50+
3000	251.9	CULVERT	31'Lx20'Wx12'H	50+
2155	250.8	CULVERT	29'Lx5'Wx3'H	50+
2152	250.5	BRIDGE	116' SPAN	50+
2141	249.7	BRIDGE	180' SPAN	50+
2135	249.2	CULVERT	23'Lx2'Wx2'H	50+
2132	249.0	CULVERT	26'Lx2'Wx2'H	50+
2130	248.9	CULVERT	26'Lx2'Wx2'H	50+
2128	248.7	CULVERT	25'Lx4'Wx6'H	50+
2122	248.4	CULVERT	55'Lx22'Wx13'H	50+
2115	247.7	CULVERT	59'Lx10'Wx6'H	50+
2113	247.2	CULVERT	37'Lx2'Wx2'H	50+
2111	247.0	CULVERT	41'Lx4'Wx6'H	50+
2104	246.2	CULVERT	45'Lx12'Wx7'H	50+
2095	245.3	CULVERT	141'Lx3'Wx3'H	50+
2090	245.0	CULVERT	51'Lx5'Wx9'H	50+
2087	244.7	CULVERT	69'Lx9'Wx5.5'H	50+
2086	244.5	CULVERT	53'Lx6'Wx4'H	50+
2084	244.3	CULVERT	27'Lx2'Wx2'H	50+
2079	244.0	CULVERT	46'Lx5'Wx3'H	50+
2074	243.5	CULVERT	39'Lx4'Wx6'H	50+
2070	243.0	CULVERT	76'Lx14'Wx8.5'H	50+
2063	242.3	BRIDGE	148' SPAN	50+
2055	241.8	CULVERT	96'Lx28'Wx16'H	50+
2051	241.1	CULVERT	26'Lx3'Wx2.5'H	50+
2047	240.9	CULVERT	55'Lx5'Wx3'H	50+
2046	240.7	CULVERT	53'Lx4'Wx6'H	50+
2042	240.1	CULVERT	40'Lx7'Wx4.25'H	50+
2039	239.5	CULVERT	34'Lx6'Wx4'H	50+
2032	238.8	CULVERT	57'Lx11'Wx6.5'H	50+
2029	238.5	CULVERT	64'Lx8'Wx5'H	50+
2023	238.0	CULVERT	61'Lx8'Wx5'H	50+
2021	237.6	CULVERT	XX'Lx52"Ø	UNKNOWN
2018	237.2	CULVERT	54'Lx14'Wx8.5'H	50+
2014	236.8	CULVERT	33'Lx8'Wx5'H	50+
2008	236.5	CULVERT	37'Lx15'Wx9'H	50+
2003	236.2	CULVERT	36'Lx4'Wx6'H	50+
1171	235.7	CULVERT	40'Lx5'Wx3'H	50+
1162	234.8	CULVERT	28'Lx6'Wx4'H	50+
1159	234.3	CULVERT	56'Lx8'Wx5'H	50+
1150	233.6	CULVERT	47'Lx4'Wx3'H	50+
1148	233.2	CULVERT	51'Lx4'Wx3'H	50+
1145	233.0	CULVERT	31'Lx4'Wx3'H	50+
1144	232.7	CULVERT	52'Lx4'Wx3'H	50+
1139	232.3	CULVERT	57'Lx3'Wx3'H	50+
1138	232.1	CULVERT	52'Lx14'Wx8.5'H	50+
1137	231.8	CULVERT	36'Lx3'Wx2.5'H	50+
1134	231.3	CULVERT	70'Lx5'Wx8'H	50+
1128	230.5	CULVERT	88'Lx2'Wx2'H	50+
1126	230.2	CULVERT	36'Lx4'Wx3'H	50+
1117	229.7	CULVERT	129'Lx2'Wx2'H	50+
1111	229.2	CULVERT	44'Lx4'Wx3'H	50+
1107	228.9	CULVERT	37'Lx4'Wx6'H	50+
1104	228.6	CULVERT	46'Lx3'Wx3'H	50+
1099	227.7	CULVERT	80'Lx10'Wx6'H	50+
1090	226.8	CULVERT	44'Lx3'Wx3'H	50+
1086	226.7	CULVERT	32'Lx2'Wx2'H	50+
1081	225.6	CULVERT	56'Lx2'Wx2'H	50+
1076	225.0	CULVERT	53'Lx4'Wx3'H	50+
1074	224.5	CULVERT	24'Lx3'Wx3'H	50+
1072	224.2	CULVERT	47'Lx3'Wx3'H	50+
1069	223.9	CULVERT	92'Lx12'Wx7'H	50+
1065	223.3	CULVERT	42'Lx8'Wx5'H	50+
1060	222.9	CULVERT	25'Lx4'Wx6'H	50+
1057	222.8	CULVERT	66'Lx12'Wx7.5'H	50+
1053	222.5	CULVERT	77'Lx14'Wx8.5'H	50+
1049	221.7	CULVERT	30'Lx6'Wx4'H	50+
1047	221.5	CULVERT	~26'Lx2'Wx2'H	50+
1046	221.3	CULVERT	70'Lx15'Wx9'H	50+
1044	221.0	CULVERT	55'Lx13'Wx8'H	50+
1038	220.1	CULVERT	54'Lx13'Wx8'H	50+
1036	219.8	CULVERT	42'Lx5'Wx3'H	50+
1033	219.5	CULVERT	42'Lx12'Wx7.5'H	50+
1028	218.5	CULVERT	73'Lx11'Wx7'H	50+
1025	218.1	CULVERT	40'Lx28'Wx18'H	50+
1022	217.5	CULVERT	54'Lx20'Wx12'H	50+
1019	217.2	CULVERT	49'Lx3'Wx2.5'H	50+
1013	217.1	CULVERT	26'Lx5'Wx6.5'H	50+
990	216.6	CULVERT	29'Lx8'Wx5'H	50+
980	216.1	CULVERT	113'Lx9'Wx5.5'H	50+
970	216.0	CULVERT	74'Lx5'Wx3'H	50+
960	215.4	BRIDGE	140' SPAN	50+

LEGEND

* MILE POST DISTANCES ARE APPROXIMATED TO THE NEAREST 10TH OF A MILE.

C	03/14/13	REVISED PER AMEREN COMMENTS	GEB	DRAWN BY
B	12/12/12	REVISED PER AMEREN COMMENTS	GEB	DJR
A	11/28/12	ISSUED FOR REVIEW	GEB	CHECKED BY
REV.	DATE	DESCRIPTION	APPROVED	GEB
MISSOURI CENTRAL RAILROAD ABANDONMENT, DOCKET AB-1068 (SUB No. 1X) CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-1070 (SUB-No. 1X) CASS, JOHNSON, HENRY AND PETTIS COUNTIES, MISSOURI STRUCTURE LIST			PROJECT NO. 12085	SCALE N.T.S.
			DRAWING NO. 2	DATE 11/1/12



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