



#E1-20291

August 26, 2013

Simon Monroe
Information Services Branch
NOAA, NGS12
National Geodetic Survey
SSMC-3, #9202
1315 East-West Highway
Silver Spring, MD 20910-3282

simon.monroe@noaa.gov

Re: STB Docket No. AB-1068 (Sub-No. 1X), Missouri Central Railroad Company – Abandonment Exemption – in Cass, Henry, Johnson, and Pettis Counties, Missouri

Dear Mr. Monroe:

As you know, the Missouri Central Railroad Company ("MCRR") is seeking authorization from the Surface Transportation Board ("STB") in the above-captioned proceeding to abandon an approximately 42-mile segment of rail line in western Missouri. In accordance with STB regulations, MCRR sent an initial consultation letter to the National Geodetic Survey ("NGS") on February 15, 2013 in which MCRR requested NGS's assistance in identifying impacts of the proposed abandonment. MCRR also sent the Combined Environmental and Historic Report ("CEHR") to NGS on March 21, 2013. In an electronic mail message dated April 5, 2013, you stated that "approximately" twelve geodetic survey markers "may" be located in the area of the MCRR abandonment. You also stated that MCRR should consult with NGS at least 90 days prior to starting salvage work that will disturb or destroy any geodetic markers. This e-mail message was sent to MCRR's counsel Sandra Brown, the STB, and the Missouri Department of Natural Resources ("MDNR"). On July 8, 2013, the STB imposed a condition on the proposed abandonment, stating that MCRR must consult with NGS and notify NGS at least 90 days prior to beginning any salvage activities that could disturb or destroy any geodetic station markers.

MCRR has evaluated the twelve geodetic markers identified in your April 5th e-mail message, and has prepared a map showing the location of the markers in relation to the MCRR rail line. The map also includes a detailed narrative description of each of the twelve markers. I have enclosed a copy of this map and description for your review.

As a result of its evaluation, MCRR has determined that the following eight markers are located outside the MCRR right-of-way:

NGS point ID number	latitude	longitude
JE0206	N 38-41-53.0	W 94-06-12.0
JE0205	N 38-42-24.0	W 94-06-12.0
JE0249	N 38-37-49.0	W 94-00-19.0
JE0250	N 38-38-0.2	W 94-00-21.0
JD2282	N 38-36-28.0	W 93-55-44.0
JD2298	N 38-34-54.0	W 93-48-7.0
JD1924	N 38-32-26.4	W 93-31-10.8
JD1925	N 38-32-9.0	W 93-31-27.9

As stated on page 4 of the CEHR, MCRR only plans to salvage the track, ties, and other track materials located within the MCRR right-of-way. MCRR will leave the ballast and railbed intact. Given that the eight markers listed above are outside the right-of-way, they will not be disturbed or destroyed as a result of salvage of the track and ties.

MCRR has also determined that salvage will have no negative effects on the four remaining markers. Although these four markers are in the MCRR right-of-way, they are far enough from the rail line that they will not be disturbed or destroyed as a result of salvage of the track and ties. The four markers in the MCRR right-of-way are:

NGS point ID number	latitude	longitude
JD2247	N 38-32-35.3	W 93-31-30.1
JD2246	N 38-32-45.1	W 93-31-30.7
JD1933	N 38-32-7.0	W 93-30-59.0
JD1932	N 38-31-33.0	W 93-30-15.0

The enclosed map and description provides additional information and a detailed evaluation of each marker. Marker #JD1933 is approximately fifteen feet from the MCRR track, which is the closest to the track of any of the markers. Despite this proximity, the salvage of track and ties will not disturb or destroy the marker. In order to ensure no negative impacts, MCRR proposes to mark and protect this marker prior to salvage operations.

In the STB abandonment proceeding, MDNR filed a Notice of Interim Trail Use ("NITU") on June 14, 2013 to signify its interest in purchasing the rail line upon abandonment authorization in order to construct a trail. As stated in a letter filed at the STB on June 19, 2013, MCRR is willing to negotiate with MDNR regarding sale of the rail line under the Rails-to-Trails Act. However, that trail construction, if any, will occur under the ownership and direction of MDNR. The environmental review that is occurring as part of the abandonment proceeding in STB Docket No. AB-1068 (Sub-No. 1X) is limited to the cessation of rail service and the salvage of the track and ties.

The STB does not have jurisdiction over trail construction. On this issue, the STB previously stated that it "does not conduct an environmental review of a potential conversion to interim trail use/railbanking because it does not exercise sufficient federal control so as to qualify as a 'major federal action' under the National Environmental Policy Act (NEPA)." Environmental Assessment in Missouri Central Railroad Company – Abandonment and Discontinuance of Service Exemption – in Cass County, MO, STB Docket No. AB-1068X, slip op. at 6 (n. 8) (served Dec. 3, 2010).

Assuming that the Board authorizes the abandonment, MCRR does not expect to begin salvage work until December 2013 at the earliest, depending on fulfillment of any remaining conditions. As mentioned above, your e-mail message of April 5th stated that MCRR should consult with NGS at least 90 days prior to starting salvage work that will disturb or destroy any geodetic markers. The NGS website provides similar guidance, stating that "[i]f marks will be disturbed by the abandonment, NGS requests 90-day advance notice to attempt their formal relocation." See <http://geodesy.noaa.gov/marks/railroads/>. Given that MCRR's abandonment and salvage of the track and ties will not disturb or destroy any markers, MCRR believes that no further consultation with or notice to NGS is necessary. If NGS disagrees with this assessment, we would appreciate guidance from you as to the further actions that MCRR must take with respect to the abandonment and salvage. If we do not hear from you, we will presume that you agree with MCRR's evaluation and position.

MCRR is grateful for the efforts of NGS in identifying the relevant markers and assisting with the abandonment process thus far. Please do not hesitate to contact us with further guidance if you believe that the assessment in this letter is not correct.

Respectfully submitted,



Charles Henderson
Managing Executive
Ameren Missouri for
Missouri Central Railroad Company

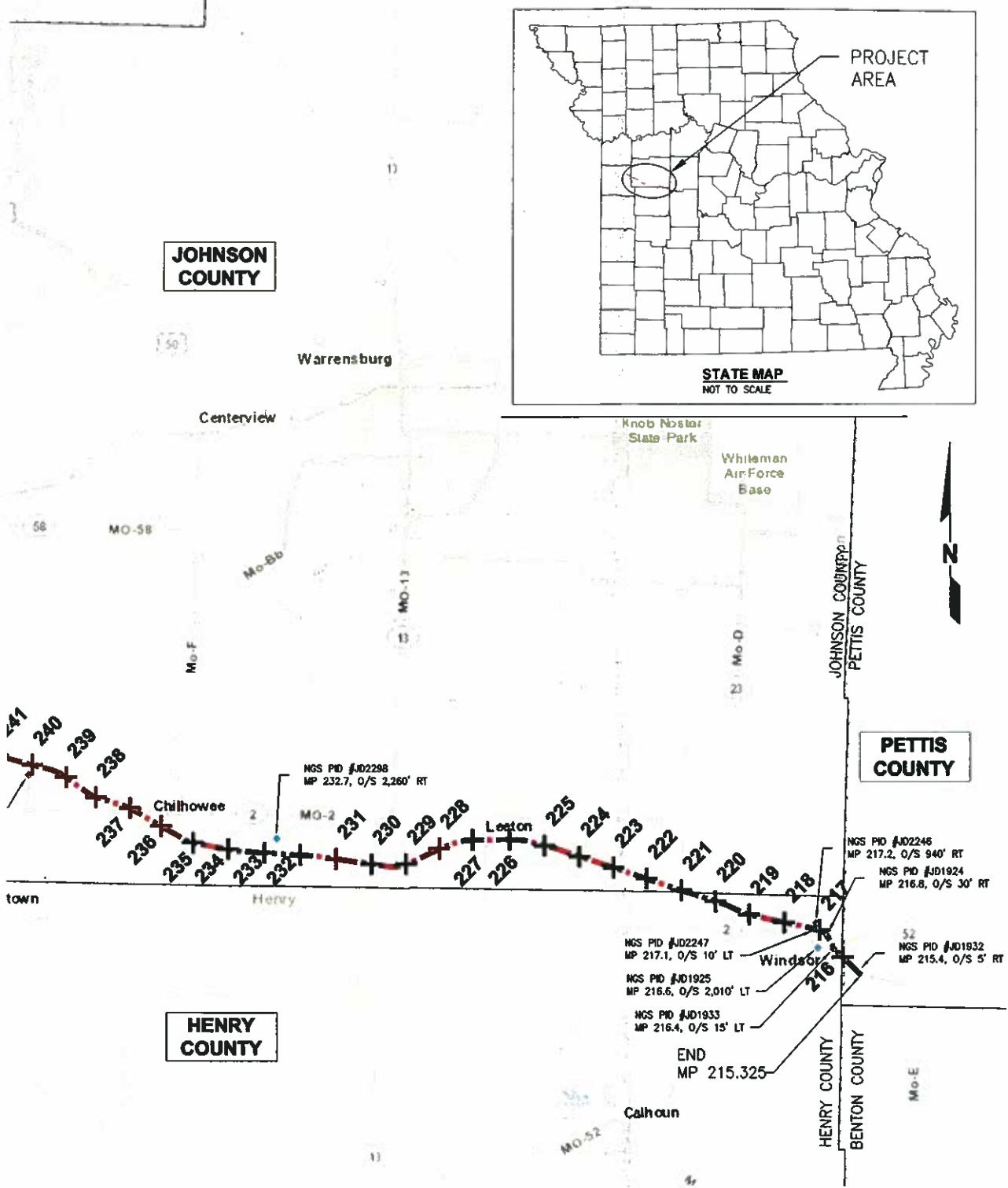
enclosure (map)

cc: Sandra Brown, Thompson Hine LLP *w/a*
Diana Wood, Surface Transportation Board *w/a*

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



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CONTEXT MAP WITH NGS GEODETIC SURVEY MONUMENTS
SCALE: 1" = 2 MILES ON 22X34
SCALE: 1" = 4 MILES ON 11X17

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN, AND SHALL LOCATE THE UTILITIES IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION, OR CONSTRUCTION IMPROVEMENTS.

REV.	DATE	DESCRIPTION	APPROVED
A	04/08/13	ISSUED FOR REVIEW	GEB

DRAWN BY
DJR

CHECKED BY
GEB

SCALE ON 22"x34"
1" = 2 MILES

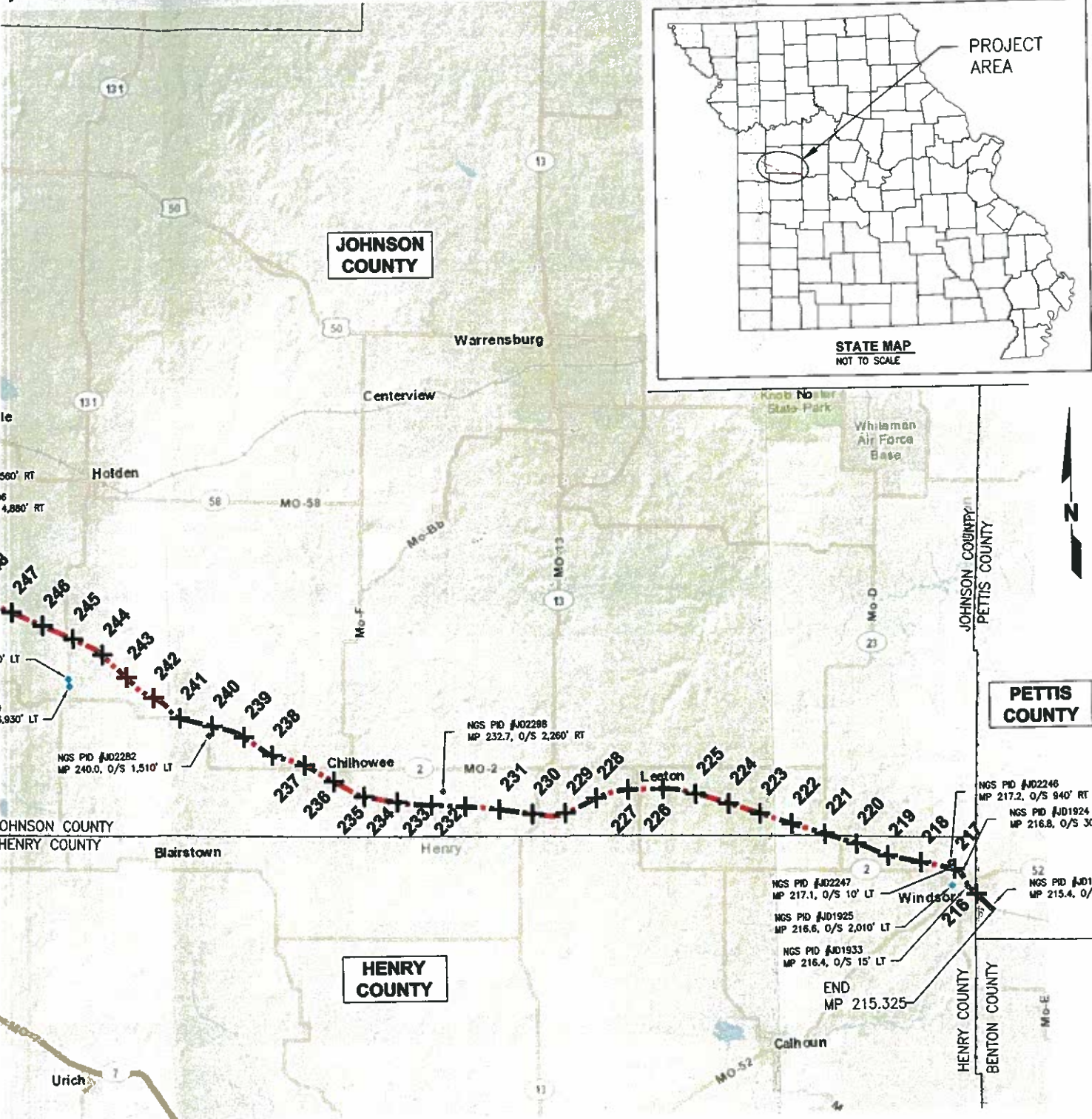
DATE
04/08/13

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 WITH NGS GEODETIC SURVEY MONUMENTS

PROJECT NO.
12085

DRAWING NO.
EXHIBIT A

RI CENTRAL RAILROAD ABANDONMENT / IDLAND RAILWAY DISCONTINUANCE IN CASS, HENRY AND PETTIS COUNTIES, MISSOURI



CONTEXT MAP WITH NGS GEODETIC SURVEY MONUMENTS
SCALE: 1" = 2 MILES ON 22X34
SCALE: 1" = 4 MILES ON 11X17

THE UNDERGROUND UTILITIES SHOWN HEREIN WERE PLOTTED FROM AVAILABLE INFORMATION AND DO NOT NECESSARILY REFLECT THE ACTUAL EXISTENCE, NONEXISTENCE, SIZE, TYPE, NUMBER, OR LOCATION OF THESE OR OTHER UTILITIES. THE GENERAL CONTRACTOR SHALL BE RESPONSIBLE FOR VERIFYING THE ACTUAL LOCATION OF ALL UNDERGROUND UTILITIES, SHOWN OR NOT SHOWN, AND SHALL LOCATE THE UTILITIES IN THE FIELD PRIOR TO ANY GRADING, EXCAVATION, OR CONSTRUCTION IMPROVEMENTS.

A		04/08/13	ISSUED FOR REVIEW	GEB
REV.	DATE	DESCRIPTION		APPROVED

PLOT SCALE FACTOR 1

MISSOURI CENTRAL CENTRAL MIDLAND JOHNSON, HENRY

NGS GEODETIC SURVEY MONUMENTS		
NGS POINT ID NO.	LATITUDE / LONGITUDE	POINT TYPE AND LOCATION DESCRIPTION
J02206	N38° 41' 53.0" W94° 06' 12.0"	BENCH MARK DISK SET IN TOP OF CONCRETE MONUMENT. STAMPED "V 302 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 7.3 MI N FROM LA TOUR. ABOUT 1.4 MILES WEST ALONG STATE HIGHWAY 2 FROM THE CONSOLIDATED SCHOOL AT LA TOUR. THENCE 1.8 MILES NORTH ALONG A COUNTY ROAD, THENCE 3.0 MILES NORTH ALONG A GRAVELED COUNTY ROAD, IN S 23, R 29 W, T 45 N, 65 FEET EAST OF THE CENTERLINE OF THE ROAD, 20 FEET SOUTH OF THE CENTERLINE OF STATE ROAD 11, 12.8 FEET SOUTH OF A POWER POLE OWNED BY A GUY WIRE, 1.5 FEET NORTH OF A METAL WITNESS POST, ABOUT 3 FEET ABOVE THE LEVEL OF THE STATE ROAD, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.6 FOOT.
J02205	N38° 42' 24.0" W94° 06' 12.0"	BENCH MARK DISK SET IN A LIGHT STRUCTURE (CULVERT). STAMPED "W 302 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 6.3 MI SW FROM KINGSVILLE. ABOUT 2.2 MILES WEST ALONG THE MISSOURI PACIFIC RAILROAD FROM THE RAILROAD CROSSING AT KINGSVILLE. THENCE 0.8 MILE SOUTH ALONG A COUNTY ROAD, THENCE 0.2 MILE EAST ALONG A GRAVELED COUNTY ROAD, THENCE 0.9 MILE SOUTH ALONG A GRAVELED COUNTY ROAD, THENCE 0.2 MILE EAST ALONG A GRAVELED COUNTY ROAD, THENCE 1.0 MILE SOUTH ALONG A GRAVELED COUNTY ROAD, THENCE 0.2 MILE WEST ALONG A GRAVELED COUNTY ROAD, THENCE 0.8 MILE SOUTH ALONG A GRAVELED COUNTY ROAD, IN S 14, R 29 W, T 45 N, 13 FEET WEST OF THE CENTERLINE OF THE ROAD, SET IN THE TOP OF THE SOUTH END OF THE WEST CONCRETE HEADWALL OF A 4 X 6 FOOT CONCRETE CULVERT, 0.8 FOOT NORTH OF THE SOUTH EDGE OF THE HEADWALL, AND ABOUT 1 FOOT ABOVE THE LEVEL OF THE ROAD. THIS MARK CAN ALSO BE REACHED BY GOING 1.4 MILES WEST ALONG STATE HIGHWAY 2 FROM THE CONSOLIDATED SCHOOL AT LA TOUR, THENCE 1.8 MILES NORTH ALONG A COUNTY ROAD, THENCE 1.1 MILES EAST ALONG A GRAVELED COUNTY ROAD, THENCE 3.6 MILES NORTH ALONG A GRAVELED COUNTY ROAD.
J02249	N38° 37' 49.0" W94° 00' 19.0"	BENCH MARK DISK SET IN TOP OF CONCRETE MONUMENT. STAMPED "W 303 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 1.5 MI S FROM MEDFORD. ABOUT 1.5 MILES SOUTH ALONG STATE HIGHWAY 131 FROM THE RAILROAD CROSSING AT MEDFORD, IN S 4, R 28 W, T 44 N, 30 FEET WEST OF THE CENTERLINE OF THE HIGHWAY, 14.7 FEET SOUTH OF A TELEPHONE POLE, 2.5 FEET WEST OF A T-JUNCTION OF FENCES, 2.0 FEET NORTH OF A METAL WITNESS POST, ABOUT 4 FEET ABOVE THE LEVEL OF THE HIGHWAY, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FOOT.
J02250	N38° 38' 00.2" W94° 00' 21.0"	BENCH MARK DISK WITH UNSPECIFIED SETTING. STAMPED "W 303 1963 RESET 1964". DESCRIBED BY COAST AND GEODETIC SURVEY 1964. 1.3 MI S FROM MEDFORD. ABOUT 1.3 MILES SOUTH ALONG STATE HIGHWAY 131 FROM THE RAILROAD CROSSING AT MEDFORD, ACROSS THE HIGHWAY FROM A FARMHOUSE ON THE EAST SIDE OF HIGHWAY, 49 FEET WEST OF THE CENTERLINE OF STATE HIGHWAY 131, 14 FEET SOUTH OF A SOUTH GATE POST, 1.5 FEET SOUTH OF A NEW STEEL WITNESS POST, AND 1 FOOT EAST OF A FENCE PROJECTING 4 INCHES.
J02282	N38° 36' 28.0" W93° 55' 44.0"	BENCH MARK DISK SET IN TOP OF CONCRETE MONUMENT. STAMPED "J 305 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 5.2 MI NE FROM BLAIRSTOWN. ABOUT 0.8 MILE NORTHEAST ALONG A GRAVELED COUNTY ROAD FROM THE POST OFFICE AT BLAIRSTOWN, THENCE 1.45 MILES EAST ALONG THE HENRY-JOHNSON COUNTY LINE ROAD WHICH IS GRAVELED, THENCE 2.0 MILES NORTH ALONG A GRAVELED COUNTY ROAD, THENCE 1.0 MILE NORTH ALONG STATE HIGHWAY 2, IN S 8, R 27 W, T 44 N, 40.5 FEET NORTHEAST OF THE CENTER OF THE T-JUNCTION OF A ROAD LEADING EAST, 33 FEET EAST OF THE CENTERLINE OF THE HIGHWAY, 25 FEET NORTH OF THE CENTERLINE OF THE ROAD LEADING EAST, 4 FEET NORTHWEST OF A FENCE CORNER, 2.0 FEET SOUTH OF A METAL WITNESS POST, ABOUT 3 FEET ABOVE THE LEVEL OF THE HIGHWAY, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 0.5 FOOT.
J02298	N38° 34' 54.0" W93° 48' 07.0"	BENCH MARK DISK SET IN A LIGHT STRUCTURE (CULVERT). STAMPED "P 305 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 5.4 MI NW FROM POST OAK. ABOUT 0.8 MILE SOUTHWEST ALONG STATE HIGHWAY 13 FROM THE POST OAK GENERAL STORE AT POST OAK, THENCE 2.8 MILES WEST ALONG THE HENRY-JOHNSON COUNTY LINE ROAD WHICH IS GRAVELED, THENCE 1.0 MILE NORTH ALONG A GRAVELED COUNTY ROAD, THENCE 0.5 MILE EAST ALONG A GRAVELED COUNTY ROAD, THENCE 0.35 MILE NORTH ALONG A GRAVELED COUNTY ROAD, IN S 21, R 28 W, T 44 N, 9.5 FEET EAST OF THE CENTERLINE OF THE ROAD, SET IN THE TOP OF THE NORTH END OF THE EAST CONCRETE HEADWALL OF A 6 X 18 FOOT CONCRETE CULVERT UNDER THE ROAD, 1.4 FEET SOUTH OF THE NORTH EDGE OF THE HEADWALL, AND ABOUT LEVEL WITH THE ROAD.
J01924	N38° 32' 26.4" W93° 31' 10.6"	BENCH MARK DISK SET IN A MASSIVE STRUCTURE (OVERPASS SEAT). STAMPED "T 21 1934". DESCRIBED BY COAST AND GEODETIC SURVEY 1962. 0.6 MI NE FROM WINDSOR. ABOUT 0.5 MILE NORTHEAST ALONG THE MISSOURI, KANSAS AND TEXAS RAILROAD FROM THE STATION AT WINDSOR, AT A STEEL ORDER OVERPASS OVER THE CHICAGO, ROCK ISLAND AND PACIFIC RAILWAY, 8 FEET SOUTHWEST OF THE SOUTHEAST RAIL, 2 FEET SOUTHWEST OF THE SOUTHWEST END OF A STEEL ORDER OF THE OVERPASS, ABOUT 4 FEET BELOW THE LEVEL OF THE RAILS, AND SET IN THE TOP OF THE SOUTHWEST END OF THE NORTHWEST CONCRETE SEAT OF THE OVERPASS.
J01925	N38° 32' 06.0" W93° 31' 27.9"	BENCH MARK DISK, SETTING: COPPER-CLAD STEEL ROD W/O SLEEVE (10 FT.+), SP SET: 9 FEET. STAMPED "M 245 1962". DESCRIBED BY COAST AND GEODETIC SURVEY 1962. AT WINDSOR, ABOUT 125 FEET EAST-NORTHEAST OF THE NORTHEAST CORNER OF THE EAST CORNER OF THE MISSOURI, KANSAS AND TEXAS RAILROAD STATION AT WINDSOR, 105 FEET SOUTH OF THE CENTER LINE OF THE CROSSING OF THE MISSOURI, KANSAS AND TEXAS RAILROAD AND FLORENCE STREET, 61 FEET SOUTHWEST OF THE SOUTHWEST RAIL OF THE MAIN TRACK, 46 FEET SOUTHWEST OF THE CENTER LINE OF FLORENCE STREET, 30 FEET NORTHWEST OF THE CENTER LINE OF MILL STREET, 25 FEET SOUTHWEST OF A LIGHT POLE, 1.3 FEET NORTHEAST OF A METAL WITNESS POST, ABOUT LEVEL WITH MILL STREET, AND ON THE TOP OF A 5/8-INCH COPPER COATED ROD THAT IS DRIVEN TO A DEPTH OF 9 FEET AND IS ENCASED IN A 6-INCH TILE PROJECTING 5 INCHES.
J02247	N38° 32' 35.3" W93° 31' 30.1"	BENCH MARK DISK SET IN A LIGHT STRUCTURE (CULVERT). STAMPED "T 308 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 0.5 MI N FROM WINDSOR. ABOUT 0.5 MILE NORTH ALONG STATE ROAD WW FROM THE JUNCTION OF STATE HIGHWAY 2 AT WINDSOR, IN S 36, R 24 W, T 44 N, ABOUT 30 YARDS EAST OF THE CROSSING OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD, SET IN THE TOP OF THE WEST END OF THE SOUTH CONCRETE HEADWALL OF A 4-FOOT CONCRETE CULVERT UNDER THE TRACK, 10 FEET SOUTH OF THE SOUTH RAIL, 1 FOOT EAST OF THE WEST END OF THE HEADWALL, AND ABOUT 2 FEET BELOW THE LEVEL OF THE TRACK.
J02246	N38° 32' 45.1" W93° 31' 30.7"	BENCH MARK DISK SET IN A LIGHT STRUCTURE (CULVERT). STAMPED "U 308 1963". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 0.7 MI N FROM WINDSOR. ABOUT 0.7 MILE NORTH ALONG STATE ROAD WW FROM THE JUNCTION OF STATE HIGHWAY 2 AT WINDSOR, IN S 36, R 24 W, T 44 N, ABOUT 0.2 MILE NORTH OF THE CROSSING OF THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD, SET IN THE TOP OF THE NORTH END OF THE EAST CONCRETE HEADWALL OF A 24-FOOT CONCRETE CULVERT WITH ONE DIVIDING PIER, 17 FEET EAST OF THE CENTERLINE OF THE ROAD, 1 FOOT SOUTH OF THE NORTH END OF THE HEADWALL, AND ABOUT LEVEL WITH THE ROAD.
J01933	N38° 32' 07.0" W93° 30' 59.0"	BENCH MARK DISK SET IN TOP OF CONCRETE MONUMENT. STAMPED "Y 131 1935". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. AT WINDSOR, ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD, 114 FEET NORTHWEST OF THE NORTH CORNER OF THE STATION, 15 FEET SOUTHWEST OF THE SOUTHWEST RAIL OF THE MAIN TRACK, 23 FEET SOUTHWEST OF THE CENTER LINE OF STATE HIGHWAY 52, 8 1/2 FEET SOUTH OF A SIGNAL LIGHT, 6 INCHES SOUTHWEST OF THE SOUTHWEST EDGE OF A CONCRETE PLATFORM, 1/2 FOOT NORTHEAST OF A TELEPHONE POLE, ABOUT LEVEL WITH THE TRACK, AND SET IN THE TOP OF A CONCRETE POST PROJECTING 4 INCHES.
J01932	N38° 31' 33.0" W93° 30' 15.0"	BENCH MARK DISK SET IN A MASSIVE STRUCTURE (ABUTMENT). STAMPED "G 246 1962". DESCRIBED BY COAST AND GEODETIC SURVEY 1963. 1 MI SE FROM WINDSOR. ABOUT 0.95 MILE SOUTHWEST ALONG THE CHICAGO, ROCK ISLAND AND PACIFIC RAILROAD FROM THE STATION AT WINDSOR, IN SECTION 7, T 43 N, R 24 W, 0.1 MILE NORTHWEST OF A CROSSING OF THE RAILROAD AND A ROAD, 3 1/2 FEET NORTHEAST OF THE NORTHWEST RAIL, SET IN THE TOP OF THE NORTHEAST END OF THE NORTHWEST CONCRETE ABUTMENT OF STEEL RAILROAD BRIDGE NUMBER 215.4, ABOUT 6 FEET BELOW THE LEVEL OF THE TRACK, AND ABOUT 3 1/2 FEET BELOW THE TOP OF THE HEAD WALL OF THE BRIDGE.

