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BY E-FILING

December 16, 2010

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

RE: GNP RPLY INC. – ACQUISITION AND OPERATION) STB Finance Docket
EXEMPTION - REDMOND SPUR AND WOODINVILLE) No. 35407
SUBDIVISION)

BNSF RAILWAY COMPANY – ABANDONMENT) STB Docket No. AB-6
EXEMPTION – IN KING COUNTY, WA) (SUB. NO. 463X)

BNSF RAILWAY COMPANY – ABANDONMENT) STB Docket No. AB-6
EXEMPTION – IN KING COUNTY, WA) (SUB. NO. 465X)

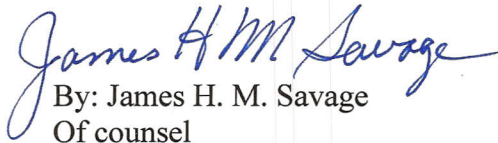
Dear Ms. Brown:

On behalf of GNP Rly Inc., I am enclosing for filing in the above-captioned proceedings the within **Notice of Errata**.

Thank you for your time and consideration.

Sincerely yours,

JOHN D. HEFFNER, PLLC


By: James H. M. Savage
Of counsel

Enc.

cc: All parties (w/enc.)

CERTIFICATE OF SERVICE

I, James H. M. Savage, hereby certify that a copy of the foregoing Notice of Errata of GNP to ^{REPLY} Comments was served by first-class United States mail and/or Electronic mail, on December 16, 2010, upon the following:

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James H. M. Savage

Dated: December 16, 2010

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

**STB FINANCE DOCKET NO. 35407
GNP RLY INC.
-- ACQUISITION AND OPERATION EXEMPTION --
REDMOND SPUR AND WOODINVILLE SUBDIVISION**

**STB DOCKET NO. AB-6 (SUB NO. 463X)
BNSF RAILWAY COMPANY
-ABANDONMENT EXEMPTION-
IN KING COUNTY, WA**

**STB DOCKET NO. AB-6 (SUB NO. 465X)
BNSF RAILWAY COMPANY
-ABANDONMENT EXEMPTION-
IN KING COUNTY, WA**

GNP RLY INC.'s NOTICE OF ERRATA

Submitted By:
JOHN D. HEFFNER, PLLC
1750 K Street, N.W., Suite 200
Washington, D.C. 20006
James H. M. Savage, Esq.
Of Counsel
(202) 296-3335

Counsel for GNP Rly Inc.

Dated: December 16, 2010

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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**STB DOCKET NO. AB-6 (SUB NO. 465X)
BNSF RAILWAY COMPANY
-ABANDONMENT EXEMPTION-
IN KING COUNTY, WA**

**GNP RLY INC.'s
NOTICE OF ERRATA**

GNP Rly Inc. ("GNP"), the Petitioner herein, hereby provides Notice of Errata in GNP's Reply to Comments filed in the within proceeding on December 15, 2010.

Page 5 of the **Public Version** of the Verified Statement of Thomas Payne, attached to GNP's Reply Comments should have omitted certain **Confidential Information** which GNP intended to redact pursuant to GNP's Motion for

Protective Order, also filed December 15, 2010. A corrected Page 5 of the Public Version of Exhibit A is supplied herewith and made a part hereof.

Respectfully submitted,

John D. Heffner, PLLC
1750 K Street, N.W. - Suite 200
Washington, D.C. 20006

By: 
James H. M. Savage
Of counsel
(202) 296-3335

Counsel for GNP Rly Inc.

Dated: December 16, 2010

inspection results and recommended repairs. See Read Fay Verified Statement annexed hereto as Exhibit Payne 4.

18. GNP on 26 August 2010 received a quotation for the scope of work required from RAILWORKS Track Systems, a nationally recognized rail contactor who currently performs work for Sound Transit and other regional railways in the Seattle Area. The estimated labor and material cost of the immediate repairs to restore the lines on the Redmond Spur to excepted service is [REDACTED] and could be accomplished in one month. The incremental cost of improving the line from excepted track status to Class 1 standard would be [REDACTED] and could be accomplished with a further month's work. See RAILWORKS Track System labor quotation, annexed hereto as Exhibit Payne 5. See Harmer Steel Product tie quotation, annexed hereto as Exhibit Payne 6.

19. There are no currently identified bridge repairs required on the Redmond Spur which are necessary or requisite for the reestablishment of freight traffic on the Redmond Spur.

20. GNP would support inclusion in any railroad operating agreement terms requiring the reactivation of the trail use should GNP fail to consummate or terminate rail service on any portion of the Lines.

21. GNP currently works with WSDOT, Snohomish County PUD, the City of Woodinville and the Port of Seattle, all of which are state or local agencies. GNP enjoys cooperative and efficient working relationships with them and is likewise prepared to work with Sound Transit, King County, and Redmond