



Fw: Railway Abandonment in Miami County, Kansas (AB 33 313X) ENVIRONMENTAL ASSESSMENT CONDITIONS

Mack H. Shumate

to:

Joshua.Wayland

07/16/2013 08:00 PM

Cc:

"Jessica L. Johnson_LAW", "Ray E. Allamong", "Darin J. Bair", "Jeremy M. Berman",

Troy.Brady

Hide Details

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1 Attachment



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Dear Josh: This is in response to your inquiry below concerning the nature of salvage activities after a line authorized for abandonment is salvaged. We have two responses that reflect current practices utilized by the Union Pacific. The first response below has recently been provided to Troy Brady in your offices by our contract historian Andrew Schmidt. This is the format of language UP will now utilize in its Combined Environmental and Historic Reports. The second response is more technical in nature and outlines the process UP Engineering (Darin Bair) uses in its contractual arrangements with salvage companies. You will note that disturbance below the level of ballast is minimal and below the sub ballast is very rare and normally not more than one inch into the sub ballast. Salvage of a rail line is not like a construction excavation. Basically, fixtures are being removed from the real property. We are also investigating the use of the IMACS Form. If you need additional information please give us a call. Thank you, Mack H. Shumate, Jr.

The Surface Transportation Board is currently reviewing the environmental

materials submitted in STB Docket No. AB 33 (Sub-No. 313X), a proposed railway abandonment in Miami County, Kansas. I am writing to request that Union Pacific submit in a more detailed description of the salvage activities that would take place if the Board were to approve the proposed abandonment. For instance, would salvage activities be conducted within the rail right-of-way, or would new access points be required? Would UP remove track and ties and leave the underlying roadbed intact, or would regrading of the right-of-way be necessary? While it is not required, having this information in writing would assist with the environmental assessment process and may obviate the need for environmental conditions on the proposed abandonment. If you have this information available, you can submit it to me via email or through the E-Filing page on the Board's website.

Best regards,

Josh Wayland
Environmental Protection Specialist
Office of Environmental Analysis
Surface Transportation Board
Tel: (202) 245-0330

It is UP's intention to salvage the line and dispose of the right of way, possibly for trail use. The salvage process would begin with the unbolting of the track materials or rails. With the use of specialized machinery placed on the railroad right-of-way, the rails and related steel (angle bars, tie plates, spikes, switches and any other metal parts) would be removed. Next the wooden ties would be raised from among the ballast with a tool designed for minimum disruption of the ground material. The ties would then be separated into three groups as follows: (1) good quality ties that would be re-used in rail service, (2) landscape-quality ties that would be re-sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into truck trailers or containers and shipped by UP's contractor to an EPA approved disposal site or to a cogeneration plant. Culverts and right-of-way grading would remain intact so as not to alter the prevailing water flows along the Line. Ballast would typically be left in place, but might be removed if it is of exceptional quality - thus suitable for resale - or to make the right of way more suitable for a planned future use. Finally, all road crossings would be removed and remediated, then resurfaced with gravel, asphalt or concrete, as required by governing authority. Any railroad signals would also be dismantled and removed. UP's salvage work for abandonments is always performed by experienced rail material salvagers. Each salvage contract includes detailed information on any environmental or historical conditions imposed by the Board. Completed work is independently inspected by a UP roadmaster or other maintenance official to ensure compliance with UP standards of quality and all contractual obligations, including Board imposed conditions, if applicable.

PRIVILEGED AND CONFIDENTIAL ATTORNEY WORK PRODUCT
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----- Forwarded by Mack H. Shumate/UPC on 07/16/2013 04:07 PM -----

From: Darin J. Bair/UPC
 To: Mack H. Shumate/UPC@UP, Ray E. Allamong/UPC@UP
 Cc: Jeremy M. Berman/UPC@UP
 Date: 07/16/2013 01:02 PM
 Subject: Re: Fw: Railway Abandonment in Miami County, Kansas (AB 33 313X)

Here is an itemized list of Salvage Operations of an Abandoned line.

- All spikes are pulled and rail is cut or unbolted in 39 foot sections and stacked on shoulder of rail line roadbed or on established right of way road.
- A piece of equipment is then equipped with a magnet to pickup all spikes, tie plates and anchors. Material is stockpiled on rail line shoulder or on established right of way road.
- Stockpiled rail is loaded on trucks and removed from the property. Entry for trucks may be from an existing rail crossing or along an established right of way road.
- Spikes, tie plates, and anchors are loaded in trucks and removed from the property. Entry for trucks may be from an existing rail crossing or along an established right of way road.
- Cross ties are then picked up and stockpiled on shoulder of rail line or on established right of way road. Cross ties are then loaded on to trucks or roll off containers and removed from the property. Cross ties will be either resold on the 2nd hand market or disposed of at an approved landfill, or at a Tie chipping facility for fuel generation. Entry for trucks may be from an existing rail crossing or along an established right of way road.
- In most cases the ballast is then leveled and not removed. Sub ballast is not disturbed. If ballast is sold, then approximately 1 inch depth of sub ballast may be disturbed.
- All permit requirements are obtained prior to any salvage operations. If any utilities are attached to a bridge that is to be removed, contact is made to that Utility company prior to any salvage operations to address removal or disconnections by private Utility company.
- All drainage culverts are left in place and are as they were prior to salvage operations commencing.

- A UPRR representative will inspect the salvage area for any railroad related material left behind from salvage operations and have them disposed of properly.

Thanks,
Darin J. Bair
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