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BEFORE THE
SURFACE TRANSPORTATION BOARD

ENTERED
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October 28, 2014
Part of
Public Record

Docket No. AB-1068 (Sub-No. 3X)

MISSOURI CENTRAL RAILROAD COMPANY
-- ABANDONMENT AND DISCONTINUANCE OF SERVICE EXEMPTION --
IN CASS, PETTIS, BENTON, MORGAN, MILLER, COLE, OSAGE, MARIES,
GASCONADE, AND FRANKLIN COUNTIES, MISSOURI

Docket No. AB-1070 (Sub-No. 3X)

CENTRAL MIDLAND RAILWAY COMPANY
-- DISCONTINUANCE OF SERVICE AND OPERATING RIGHTS EXEMPTION --
IN CASS, PETTIS, BENTON, MORGAN, MILLER, COLE, OSAGE, MARIES,
GASCONADE, AND FRANKLIN COUNTIES, MISSOURI

COMBINED ENVIRONMENTAL AND HISTORIC REPORT

Dated: October 28, 2014



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-- DISCONTINUANCE OF SERVICE AND OPERATING RIGHTS EXEMPTION --
IN CASS, PETTIS, BENTON, MORGAN, MILLER, COLE, OSAGE, MARIES,
GASCONADE, AND FRANKLIN 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 approximately 144.3 miles of rail line in two segments. The first segment extends from milepost 263.5 (near Pleasant Hill in Cass County, Missouri) to milepost 262.906 (near Pleasant Hill in Cass County, Missouri). The second segment extends from milepost 215.325 (near Windsor in Pettis County, Missouri) to milepost 71.6 (near Beaufort in Franklin County, Missouri). The two segments will be hereafter termed the "Line" unless specifically noted otherwise. The rail line proposed for abandonment crosses United States Postal Service ZIP Code 64080 in Cass County; ZIP Code 65360 in Pettis County; ZIP Codes 65360, 65335, and 65325 in Benton County; ZIP Codes 65078, 65084, 65011, and 65026 in

Morgan County; ZIP Codes 65026, 65032, 65040, 65075, and 65058 in Miller County; ZIP Codes 65032 and 65040 in Cole County; ZIP Codes 65058, 65085, 65048, 65001, 65035, 65013, and 65014 in Osage County; ZIP Code 65013 in Maries County; ZIP Codes 65014, 65066, 63091, and 63037 in Gasconade County; and ZIP Codes 63037, 63056, and 63013 in Franklin 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 November 18, 2014.

A map of the rail line is attached at **Exhibit No. 1**. MCRR's consultation letter to federal, state, and local government agencies, dated October 2, 2014, 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 October 14, 2014, see **Exhibit No. 3**
- State Environmental Protection Agency, no response to date
- Head of Cass County (Planning), response dated October 23, 2014, see **Exhibit No. 4**
- Head of Pettis County (Planning), no response to date
- Head of Benton County (Planning), no response to date
- Head of Morgan County (Planning), no response to date
- Head of Miller County (Planning), no response to date
- Head of Cole County (Planning), no response to date
- Head of Osage County (Planning), no response to date
- Head of Maries County (Planning), no response to date
- Head of Gasconade County (Planning), no response to date
- Head of Franklin County (Planning), no response to date

- Environmental Protection Agency (regional office), no response to date
- U.S. Fish and Wildlife, no response to date
- 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, response dated October 23, 2014, see **Exhibit No. 5**
- U.S. Army Corps of Engineers, no response to date

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 144.3 miles of rail line (the “Line”) in two segments: (1) between milepost 263.5, near Pleasant Hill in Cass County, Missouri, and milepost 262.906, near Pleasant Hill in Cass County, Missouri; and (2) between milepost 215.325, near Windsor in Pettis County, Missouri, and milepost 71.6, near Beaufort, in Franklin County, Missouri. MCCR proposes to abandon the Line. CMR proposes to discontinue service and operating rights under its lease for the Line.

The Line crosses United States Postal Service ZIP Code 64080 in Cass County; ZIP Code 65360 in Pettis County; ZIP Codes 65360, 65335, and 65325 in Benton County; ZIP Codes 65078, 65084, 65011, and 65026 in Morgan County; ZIP Codes 65026, 65032, 65040, 65075, and 65058 in Miller County; ZIP Codes 65032 and 65040 in Cole County; ZIP Codes 65058,

65085, 65048, 65001, 65035, 65013, and 65014 in Osage County; ZIP Code 65013 in Maries County; ZIP Codes 65014, 65066, 63091, and 63037 in Gasconade County; and ZIP Codes 63037, 63056, and 63013 in Franklin 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. 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, and MCRR is willing to negotiate with MDNR for trail use.

When the abandonment and discontinuance exemptions become effective, MCRR plans to remove the rails, ties, and other track materials for salvage. Ballast and structures such as bridges and culverts 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 or 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. Moreover, 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 proximity to a roughly parallel rail line owned and operated by the Union

Pacific Railroad Company. 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 preserve the corridor and develop a trail. The County Commissioners' Offices in the ten counties traversed

by the Line (Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin) have been contacted. Cass County has responded, stating that it has not identified any adverse environmental or historic impacts related to the proposed abandonment. Additionally, Cass County stated that it supports establishment of a trail on the right-of-way. See **Exhibit No. 4**. No other counties have responded to date. The Missouri Federal Assistance Clearinghouse has responded, and has stated that none of the agencies involved its review have any comments or recommendations to offer at this time. See **Exhibit No. 3**.

(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 reinstatement 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. The Line has not been operated for many years, so there is no current vehicle delay time at grade crossings, and abandonment will not create delay time at such crossings.

(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, but no response has been received to date.

(ii) Based on review of public resources, 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 are anticipated. The Line is adjacent to the Hi Lonesome Prairie Conservation Area near Cole Camp, Missouri, but this Conservation Area is outside the railroad right-of-way. MCRR does not anticipate any adverse effects to this Conservation Area.

(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) MCRR's proposed salvage activities will be limited to removal of rail, steel track materials, and ties. No ballast will be removed. 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. Therefore, 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 has been 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 no response has been received to date.

(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 has been 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 will occur from the abandonment and discontinuance, such as removal of track and track materials; 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 (bridges, tunnels, and culverts) that are 50 years old or older is attached at **Exhibit No. 6**. The data contained in the map is based primarily on review of valuation maps and other documents in MCRR's possession. MCRR will continue to work with the Missouri State Historic Preservation Office (SHPO).

(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, through occasionally it may be narrower or wider based on factors such as topography and adjacent land uses. The short segment near Pleasant Hill (MP 262.906 to MP 263.5) is on the western edge of that small town in Cass County. The larger segment (MP 215.325 to MP 71.6) passes through largely rural areas of Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties. The Line does go through or near the small towns of Windsor, Cole Camp, Stover, Versailles, Barnett, Eldon, Eugene, Meta, Freeburg, Belle, Bland, Owensville, Rosebud, Gerald, Leslie, and Beaufort. Outside of the towns, farming and ranching is the predominant land use in the area. The topography of the land is generally flat with minor rolling hills. The Line goes through three (3) tunnels: near Eugene (MP 148.78 to MP 149.09), east of Meta (MP 128.67 to MP 128.93), and near Freeburg (MP 118.44 to MP 118.58). The Line also crosses two major rivers: the

Osage River (near MP 143.3) and the Gasconade River (near MP 114.6). Smaller waterways are also crossed.

(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 consulted with the SHPO regarding this proposed abandonment. MCRR has also previously worked with SHPO on the abandonment of other portions of the former Rock Island line. In response to the Initial Consultation Letter, SHPO provided a letter dated October 23, 2014, in which SHPO stated:

it is likely that this additional section of the railroad will...be determined eligible for inclusion in the National Register of Historic Places, pending submission of more detailed documentation that would allow us to assess integrity. Additional railroad related historic properties are probable along the route, and in the many small towns along the corridor. Finally, there is a moderate to high potential for archaeological resources within or adjacent to many sections of the corridor.

See **Exhibit No. 5**. MCRR will continue to work with SHPO to assess the integrity of the structures within the MCRR right-of-way to determine whether any are potentially eligible for listing on the National Register of Historic Places. MCRR is providing additional information to SHPO concurrent with this Report and requesting that the further assessment be limited to bridges, tunnels, and other significant structures within the right-of-way and specifically not include additional study of culverts. A copy of MCRR's letter to SHPO and representative culvert photographs sent to SHPO are attached as **Exhibit No. 7**.

Photographs of certain major structures that are 50 years old or older are attached at **Exhibit No. 8**. These photographs include:

- Osage River Bridge (MP 143.3)
- Gasconade River Bridge (MP 114.6)
- Tunnel No. 1, near Freeburg (MP 118.44 to 118.58)
- Tunnel No. 2, east of Meta (MP 128.67 to 128.93)
- Tunnel No. 3, near Eugene (MP 148.78 to 149.09)

Meta crossing signal (MP 134.6, approximately)
Eldon Depot (MP 159.85, approximately)(1/2 owned by MCRR)

As discussed in the letter to SHPO today, MCRR is also providing SHPO with representative photographs of the type of culverts that have been found to date on the MCRR line. Based on the valuation maps, there are over four hundred of these standard culverts. MCRR believes that these culverts have no individual historical significance because there are so many of them and they do not possess integrity of location, design, setting, materials, workmanship, feeling, and association. Moreover, they (1) are not associate with important events or persons, (2) do not embody distinctive characteristics, (3) do not represent the work of a master, (4) do not possess high artistic values, (5) do not represent a significant and distinguishable entity, and (6) are not likely to yield information important in history.

MCRR will continue to consult with SHPO as plans move forward for the abandonment of this approximately 144-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. Therefore, MCRR believes that the proposed abandonment and discontinuance would not adversely affect any potential historic properties located within the right-of-way. Salvage of the Line would only involve removal of railroad track, track materials and ties. No ballast will be removed and no bridges or tunnels will be impacted be salvage. In light of this, MCRR specifically requests that salvage be permitted upon abandonment and not delayed while the Section 106 process moves forward.

(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: MCRR has compiled a list of bridges, tunnels and culverts. This list is based upon review of valuation maps and other documents in MCRR's possession. See **Exhibit No. 9**, which is attached. For the most part, MCRR does not know when the structures on the Line

were built. Given that the Line itself was primarily constructed in the 1900-1905 time period, MCRR assumes that 1905 is the date of construction unless other evidence indicates otherwise. MCRR asserts that the culverts should be removed from consideration under the Section 106 process.

(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. Construction generally occurred during the first five years of the 20th century. 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: MCRR has located a few old newspaper articles and brief descriptions of the Rock Island Line in central Missouri, however these documents are general in nature and do not specifically address individual structures. Therefore, 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 archaeological 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: MCRR has consulted with the Missouri State Historic Preservation Office (“SHPO”), and SHPO has stated that:

it is likely that this additional section of the railroad will...be determined eligible for inclusion in the National Register of Historic Places, pending submission of more detailed documentation that would allow us to assess integrity. Additional

railroad related historic properties are probable along the route, and in the many small towns along the corridor. Finally, there is a moderate to high potential for archaeological resources within or adjacent to many sections of the corridor.

See **Exhibit No. 5**. MCRR has no information regarding whether there is a likelihood of archaeological resources or other previously unknown historic properties on the Line. No archaeological resources or under own historic properties were located during the salvage of 47 miles of MCRR line previously filed for abandonment and rail banking. 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. 3X) and STB Docket No. AB-1070 (Sub-No. 3X) was served by overnight delivery on the 28th day of October 2014 on the following:

State Clearinghouse (or alternate):

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

Head of County (Planning):

Cass County Commissioners
102 East Wall Street
Harrisonville, MO 64701

Pettis County Commissioners
415 South Ohio Avenue, Suite 212
Pettis County Courthouse
Sedalia, Missouri 65301

Benton County Commissioners
316 Van Buren Street
Warsaw, MO 65355

Morgan County Commissioners
Morgan County Courthouse
100 East Newton
Versailles, MO 65084

Miller County Commissioners
2001 Highway 52
Tuscumbia, MO 65082

Cole County Commissioners
311 East High Street
Jefferson City, MO 65101

Osage County Commissioners
205 Main Street
Linn, MO 65051

National Geodetic Survey:

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

State Environmental Protection

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

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 Historic Preservation Office:

Mr. Bill Bryan
Deputy State Historic Preservation Officer
Historic Preservation Office
Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65109

Maries County Commissioners
211 Fourth Street
Vienna, MO 65582

Gasconade County Commissioners
119 East 1st Street, Suite 2
Hermann, MO 65041

Franklin County Commissioners
400 East Locust
Union, MO 63084

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

Environmental Protection Agency
(regional office):
U.S. Environmental Protection Agency
Region 7
11201 Renner Blvd.
Lenexa, KS 66219

State Coastal Zone Management
Agency (if applicable):
Not applicable.

U.S. Fish and Wildlife:
U.S. Fish and Wildlife Service
Region 3
Suite 990
5600 American Blvd. West
Bloomington, MN 55437-1458

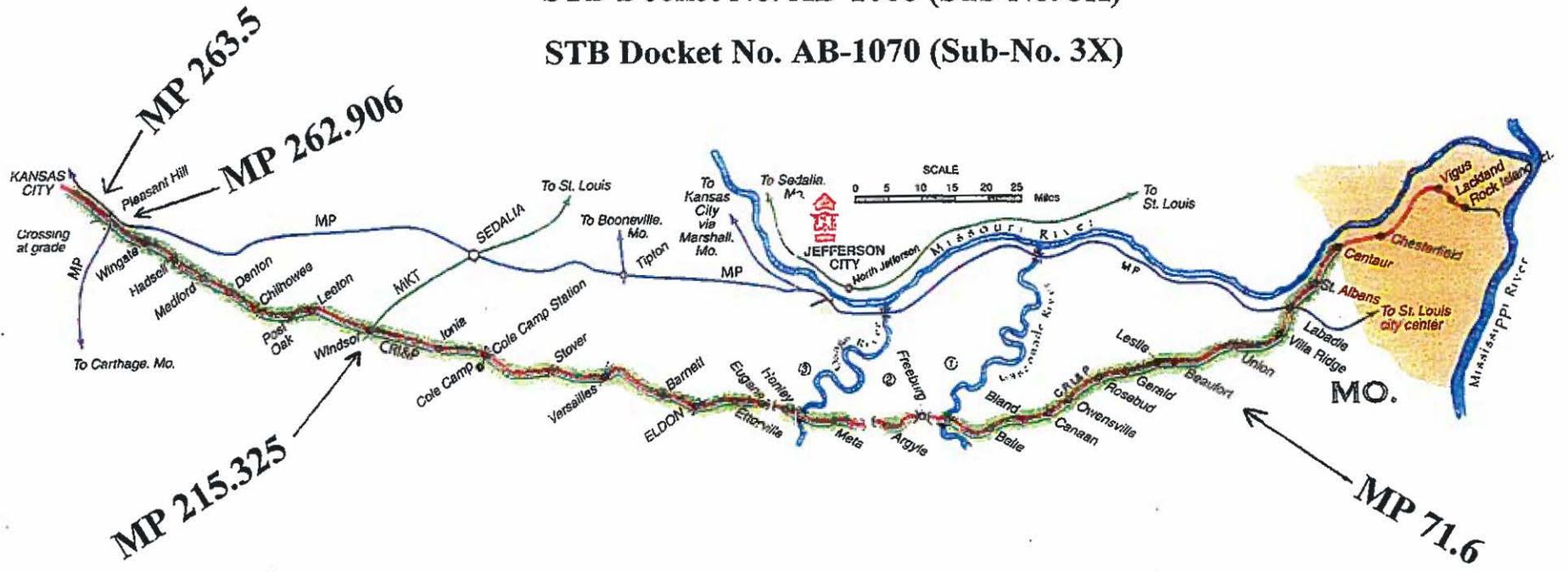

Sandra L. Brown

1

Missouri Central Railroad Company

STB Docket No. AB-1068 (Sub-No. 3X)

STB Docket No. AB-1070 (Sub-No. 3X)



2

**Priority Response Requested
Environmental and Historic Review**

October 2, 2014

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 144.3 miles of Missouri Central Railroad Company track in Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties, Missouri, STB Docket AB-1068 (Sub-No. 3X) and STB Docket AB-1070 (Sub-No. 3X)

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 approximately 144.3 miles of railroad in two segments in STB Docket No. AB-1068 (Sub-No. 3X). The first short segment covers the railroad line between mileposts 263.5 and 262.906 in Cass County, Missouri. The second segment covers the railroad line between milepost 215.325 in Pettis County, Missouri and milepost 71.6 in Franklin County, Missouri. The Central Midland Railway Company ("CMRC") is planning to jointly file a Notice of Exemption to Discontinue service and operating rights over the same two segments (from MP 263.5 to 262.906, and from MP 215.325 to 71.6) in STB Docket No. AB-1070 (Sub-No. 3X).

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 a separate action by the State and would be an extension of a trail being developed on previously abandoned portions of the MCRR right-of-way.

This rail line is part of the line frequently described as the Rock Island Corridor. The rail line proposed for this abandonment traverses through the following United States Postal Service ZIP Codes:

ZIP code	counties covered by code
64080	Cass
65360	Pettis, Benton
65335	Benton
65325	Benton
65078	Morgan
65084	Morgan

**Priority Response Requested
Environmental and Historic Review**

65011	Morgan
65026	Morgan, Miller
65032	Miller, Cole
65040	Cole, Miller
65075	Miller
65058	Miller, Osage
65085	Osage
65048	Osage
65001	Osage
65035	Osage
65013	Osage, Maries
65014	Osage, Gasconade
65066	Gasconade
63091	Gasconade
63037	Gasconade, Franklin
63056	Franklin
63013	Franklin

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.

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

**Priority Response Requested
Environmental and Historic Review**

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 Thursday October 23, 2014. 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)

Certificate of Service

The undersigned hereby certifies that a copy of the foregoing Initial Consultation letter was served by overnight mail on the 2nd day of October 2014 on the following:

State Clearinghouse (or alternate):

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

Head of County (Planning):

Cass County Commissioners
102 East Wall Street
Harrisonville, MO 64701

Pettis County Commissioners
415 South Ohio Avenue, Suite 212
Pettis County Courthouse
Sedalia, Missouri 65301

Benton County Commissioners
316 Van Buren Street
Warsaw, MO 65355

Morgan County Commissioners
Morgan County Courthouse
100 East Newton
Versailles, MO 65084

Miller County Commissioners
2001 Highway 52
Tuscumbia, MO 65082

Cole County Commissioners
311 East High Street
Jefferson City, MO 65101

Osage County Commissioners
205 Main Street
Linn, MO 65051

National Geodetic Survey:

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

State Environmental Protection Agency:

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

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 Historic Preservation Office:

Mr. Bill Bryan
Deputy State Historic Preservation Officer
Historic Preservation Office
Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65109

**Priority Response Requested
Environmental and Historic Review**

Maries County Commissioners
211 Fourth Street
Vienna, MO 65582

Gasconade County Commissioners
119 East 1st Street, Suite 2
Hermann, MO 65041

Franklin County Commissioners
400 East Locust
Union, MO 63084

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

Environmental Protection Agency
(regional office):
U.S. Environmental Protection Agency
Region 7
11201 Renner Blvd.
Lenexa, KS 66219

State Coastal Zone Management
Agency (if applicable):
Not applicable.

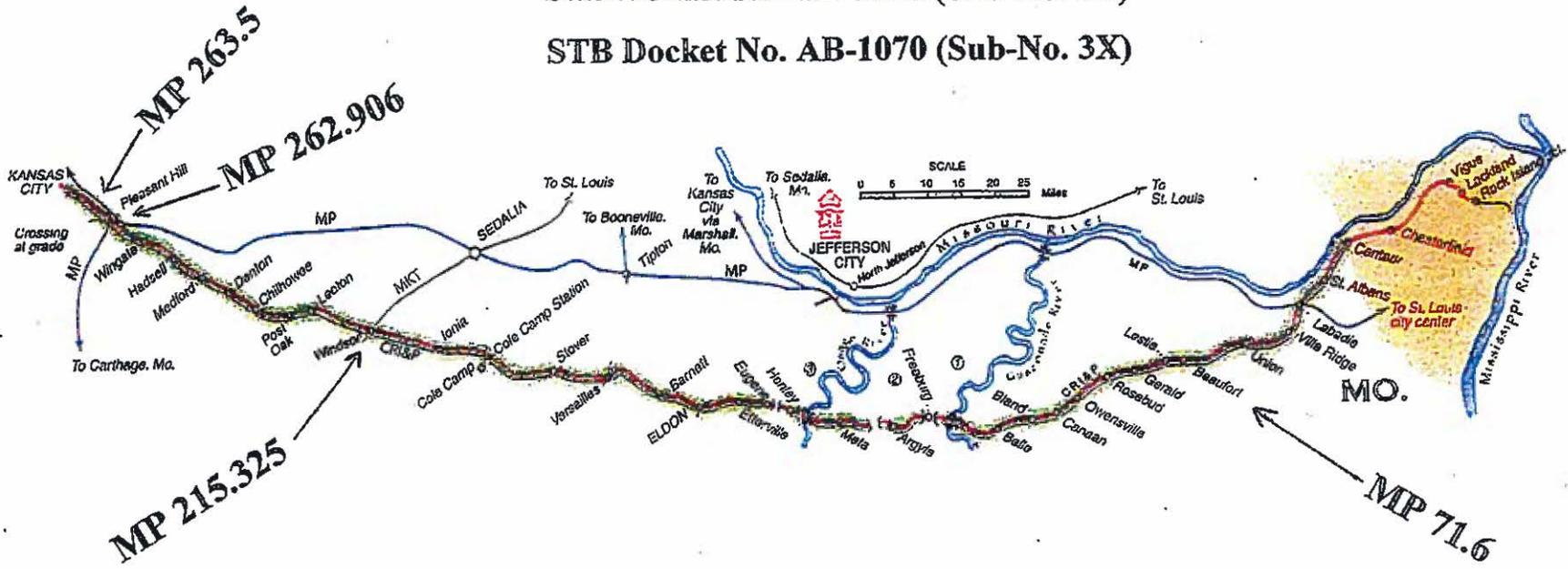
U.S. Fish and Wildlife:
U.S. Fish and Wildlife Service
Region 3
Suite 990
5600 American Blvd. West
Bloomington, MN 55437-1458


Sandra L. Brown

Missouri Central Railroad Company

STB Docket No. AB-1068 (Sub-No. 3X)

STB Docket No. AB-1070 (Sub-No. 3X)



3

TIME RECEIVED October 14, 2014 11:25:03 AM EDT	REMOTE CSID 5737511212	DURATION 33	PAGES 1	STATUS Received
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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

October 14, 2014

Ms. Sandra Brown
Thompson Hine
1919 M. Street, N.W.
Suite 700
Washington, DC 20036-3537

Subject **SAI: 1504006**
 Legal Name: Thompson Hine
 Project Description: Proposed Abandonment and Discontinuance of Service of
 144.3 miles of Missouri Central Railroad Company track in Cass, Pettis, Benton,
 Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties, Missouri,
 STB Docket AB-1068 (Sub-No. 3X) and STB

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,

Sara VanderFeltz
Administrative Assistant

cc:

4



Cass County Commission

102 East Wall • Harrisonville, Missouri 64701

LUKE A. SCAVUZZO
ASSOCIATE COMMISSIONER • DISTRICT 1
E-MAIL: lukes@casscounty.com
PHONE: 816/380-8158

JEFF COX
PRESIDING COMMISSIONER
E-MAIL: jeff@casscounty.com
PHONE: 816/380-8160

JIMMY ODOM
ASSOCIATE COMMISSIONER • DISTRICT 2
E-MAIL: jimmyo@casscounty.com
PHONE: 816/380-8159

JAN CANTRELL
ADMINISTRATIVE ASSISTANT
E-Mail: janc@casscounty.com
Phone: 816/380-8155

MICHELE PHILLIPS
H. R. DIRECTOR
E-Mail: michelep@casscounty.com
Phone: 816/380-8103 Fax: 816/380-8113

October 23, 2014

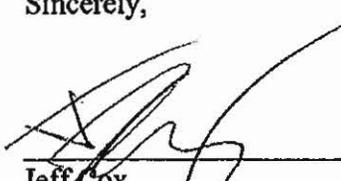
Sandra L. Brown
Thompson Hine LLP
Suite 700
1919 M Street, NW
Washington, D.C. 20036
Sent via email: Sandra.brown@thompsonhine.com

Re: Cass County, Missouri/Request for Comment/Proposed Abandonment and Discontinuance of Service of 144.3 miles of Missouri Central Railroad Company track located partially in Cass County, Missouri

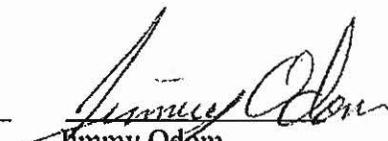
Dear Ms. Brown:

The Cass County Commission is in receipt of your letter dated October 2, 2014 concerning the above referenced matter. After review of the matter, Cass County has not identified any adverse environmental or historic impacts related to the proposed abandonment. Additionally, Cass County states that it supports the establishment of a trail on the right-of-way.

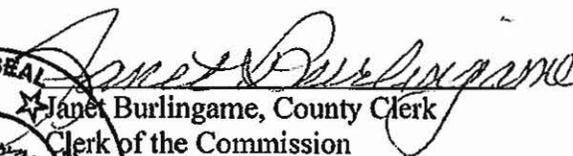
Sincerely,


Jeff Cox
Presiding Commissioner


Luke Scavuzzo
Associate Commissioner
Dist. 1


Jimmy Odom
Associate Commissioner
Dist. 2

ATTEST:


Janet Burlingame, County Clerk
Clerk of the Commission


5



Jeremiah W. (Jay) Nixon, Governor • Sara Parker Pauley, Director

DEPARTMENT OF NATURAL RESOURCES

www.dnr.mo.gov

October 23, 2014

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

Re: STB Docket AB-1068 (Sub-No. 3X) & STB Docket AB-1070 (Sub-No. 3X), 144.3 miles of Missouri Central Railroad Company (STB) Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade & Franklin Counties, Missouri

Dear Ms. Brown:

Thank you for submitting information on the above referenced project for our review pursuant to Section 106 of the National Historic Preservation Act (P.L. 89-665, as amended) and the Advisory Council on Historic Preservation's regulation 36 CFR Part 800, which requires identification and evaluation of cultural resources.

We have reviewed the information provided concerning the proposed abandonment and discontinuance of service of 144.3 miles of the Missouri Central Railroad Company (MCRR) in Missouri. Based on this review, and on the previous review and comment on MCRR from approximately Pleasant Hill to Windsor, it is likely that this additional section of the railroad will also be determined eligible for inclusion in the National Register of Historic Places, pending submission of more detailed documentation that would allow us to assess integrity. Additional railroad related historic properties are probable along the route, and in the many small towns along the corridor. Finally, there is a moderate to high potential for archaeological resources within or adjacent to many sections of the corridor.

We look forward to continuing to consult with you on this project. If you have any questions, please write Judith Deel at State Historic Preservation Office, P.O. Box 176, Jefferson City, Missouri 65102 or call 573/751-7862. Please be sure to include the SHPO Log Number (003-MLT-15) on all future correspondence or inquiries relating to this project.

Sincerely,

STATE HISTORIC PRESERVATION OFFICE

A handwritten signature in black ink that reads "Judith Deel".

Mark A. Miles
Director and Deputy State
Historic Preservation Officer

MAM:jd

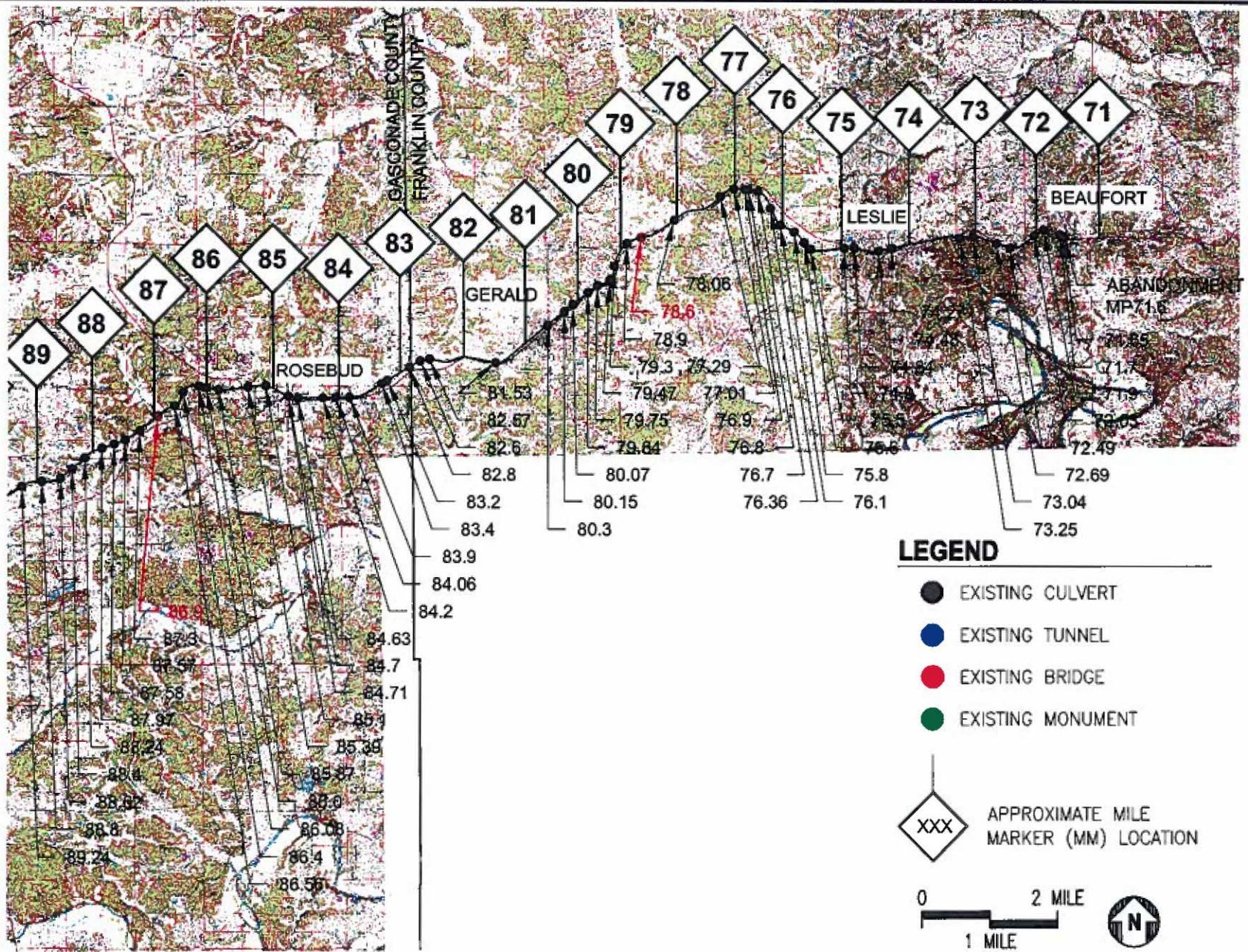
c Diana Wood, STB

Celebrating 40 years of taking care of Missouri's natural resources. To learn more about the Missouri Department of Natural Resources visit dnr.mo.gov.

6

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A	10/24/14	ISSUED FOR REVIEW	GEB	CHECKED BY
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A	10/27/14	ISSUED FOR REVIEW	GEB	DLS

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 PROJECT NO.: 14118
 SCALE: 1" = 2 MILES
 DATE: 10/27/14



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- EXISTING BRIDGE
- EXISTING MONUMENT

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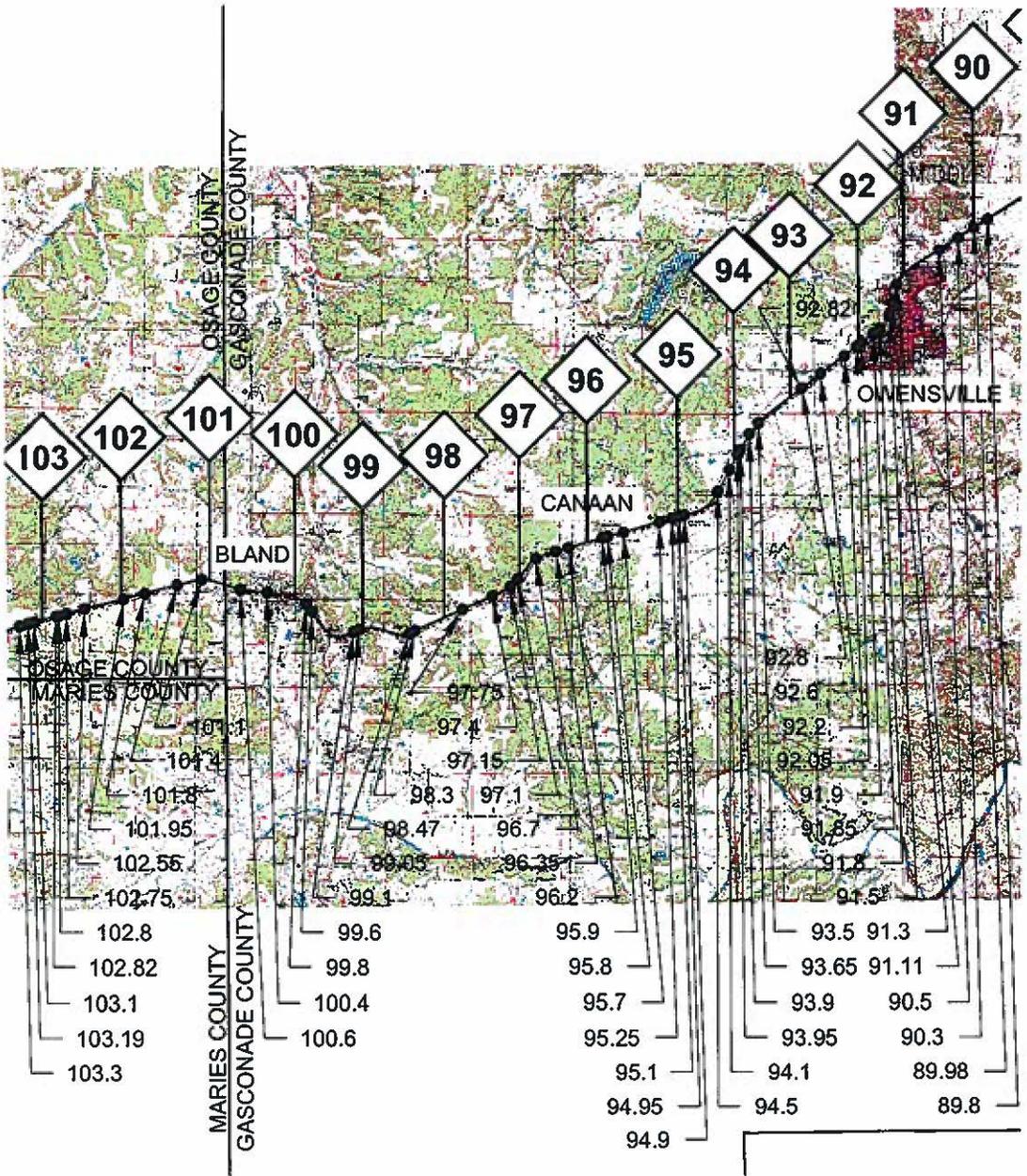
 CDG ENGINEERS
 One Campbell Plaza
 St. Louis, Missouri 63103
 Missouri State Certificate of Authority # 1271
 T. 314.778.7770
 F. 314.782.8078

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A	10/24/14	ISSUED FOR REVIEW	GEB	
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 One Campbell Plaza
 St. Louis, Missouri 63138
 Missouri State Certificate of Authority # 1271
 T. 314.761.7770
 F. 314.761.5075

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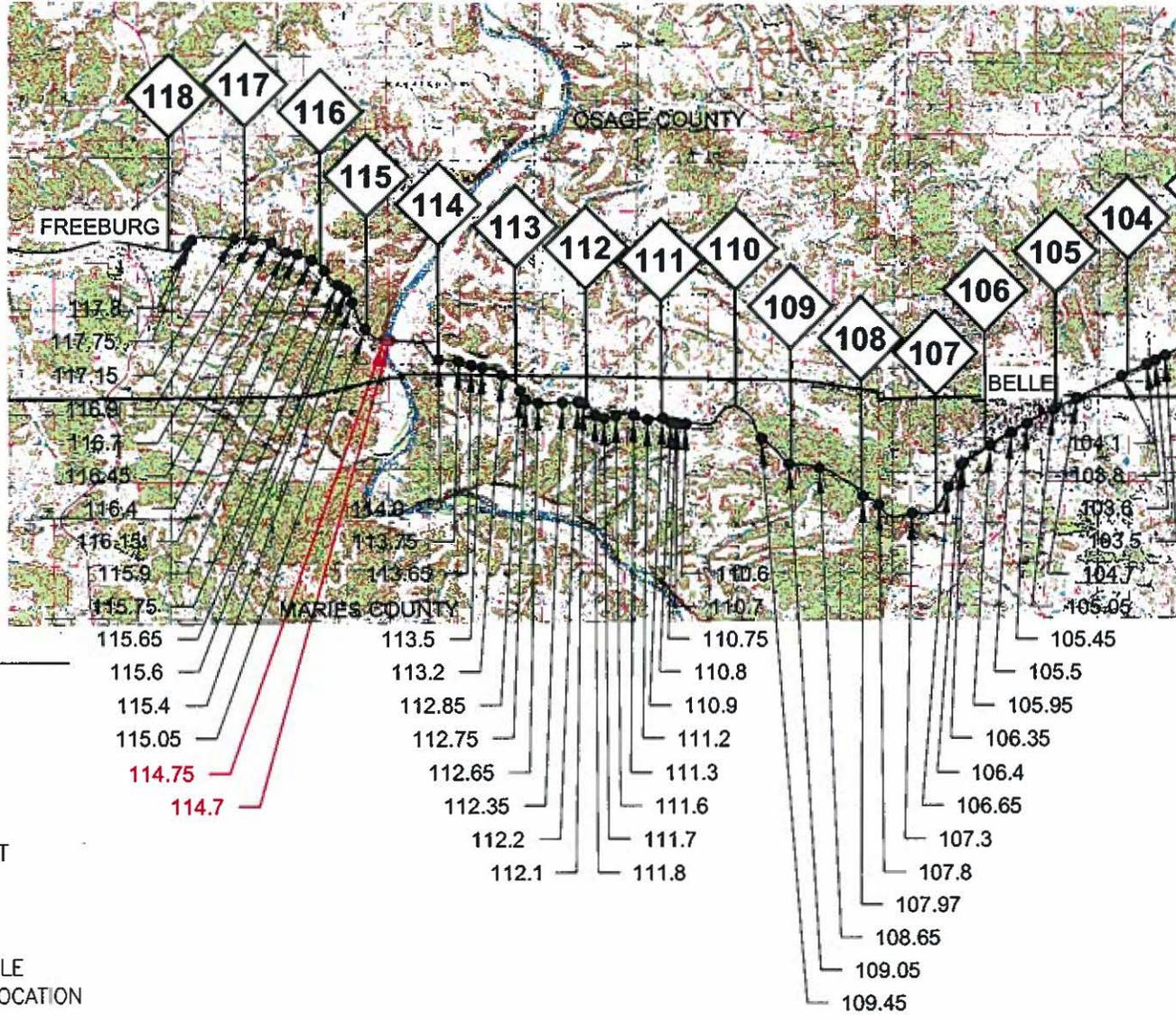



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 St. Louis, Missouri 63130
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 T. 314.774.7700
 F. 314.774.8075

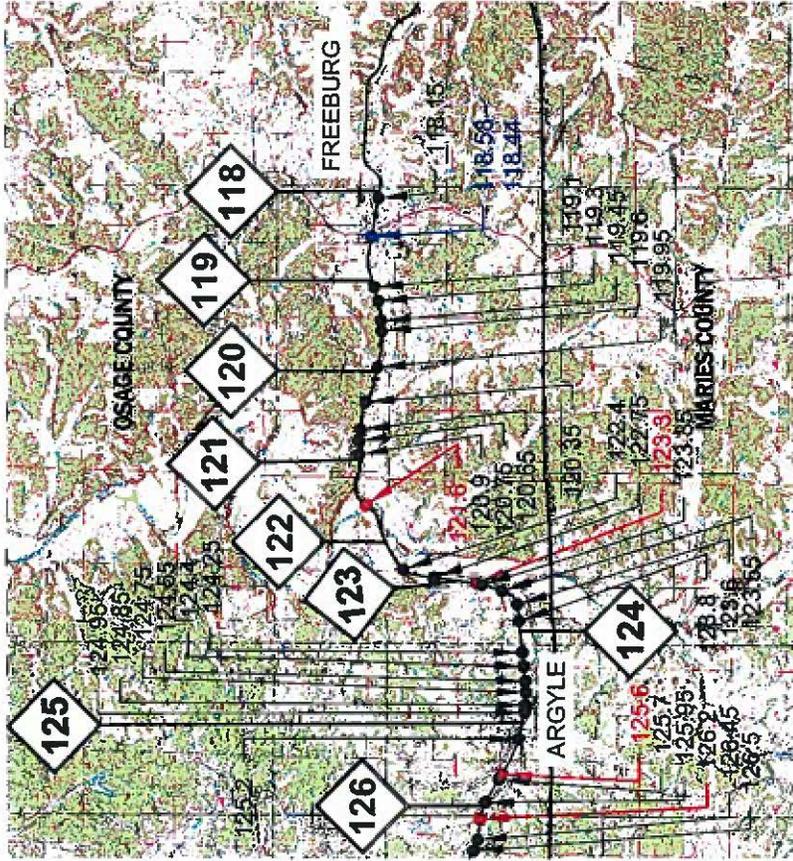
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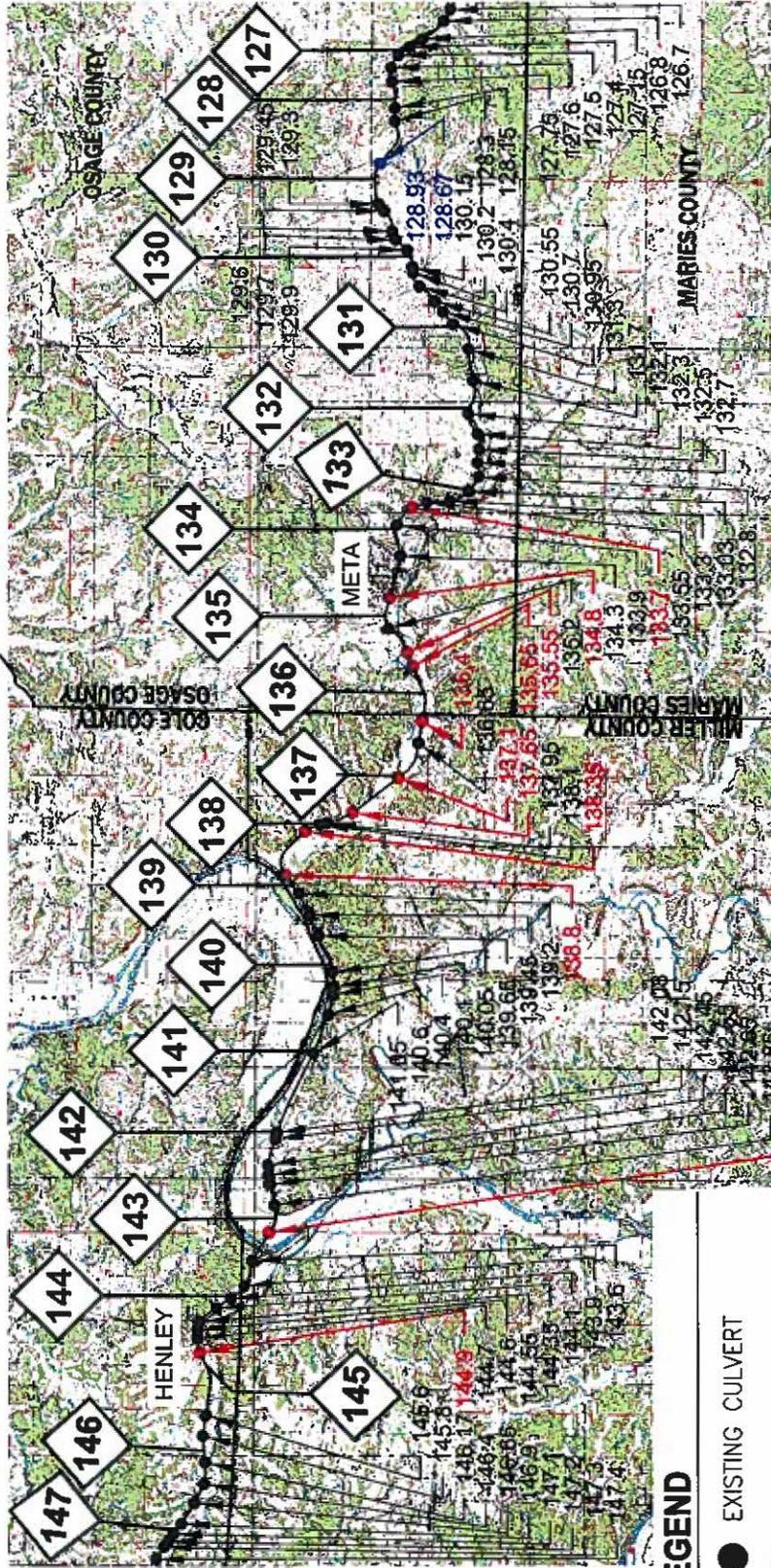
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MISSOURI CENTRAL RAILROAD COMPANY REBANDING, DOCKET AB-1068 (SUB-NO. 30) CENTRAL MIDLAND RAILWAY OVERCROSSING, DOCKET AB-1070 (SUB-NO. 30) CASS, PETTIS, BENTON, MORGAN, MILLER, COLE, OSAGE, HARRIS, GASCONADE, & FRANKLIN CO. MO STRUCTURE LOCATIONS ON USGS TOPOGRAPHIC MAP			PROJECT NO. 14118 DRAWING NO. D
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One Campbell Plaza
 St. Louis, Missouri 63130
 Missouri State Certificate of Authority # 1271
 T. 314.781.7770
 F. 314.782.9075



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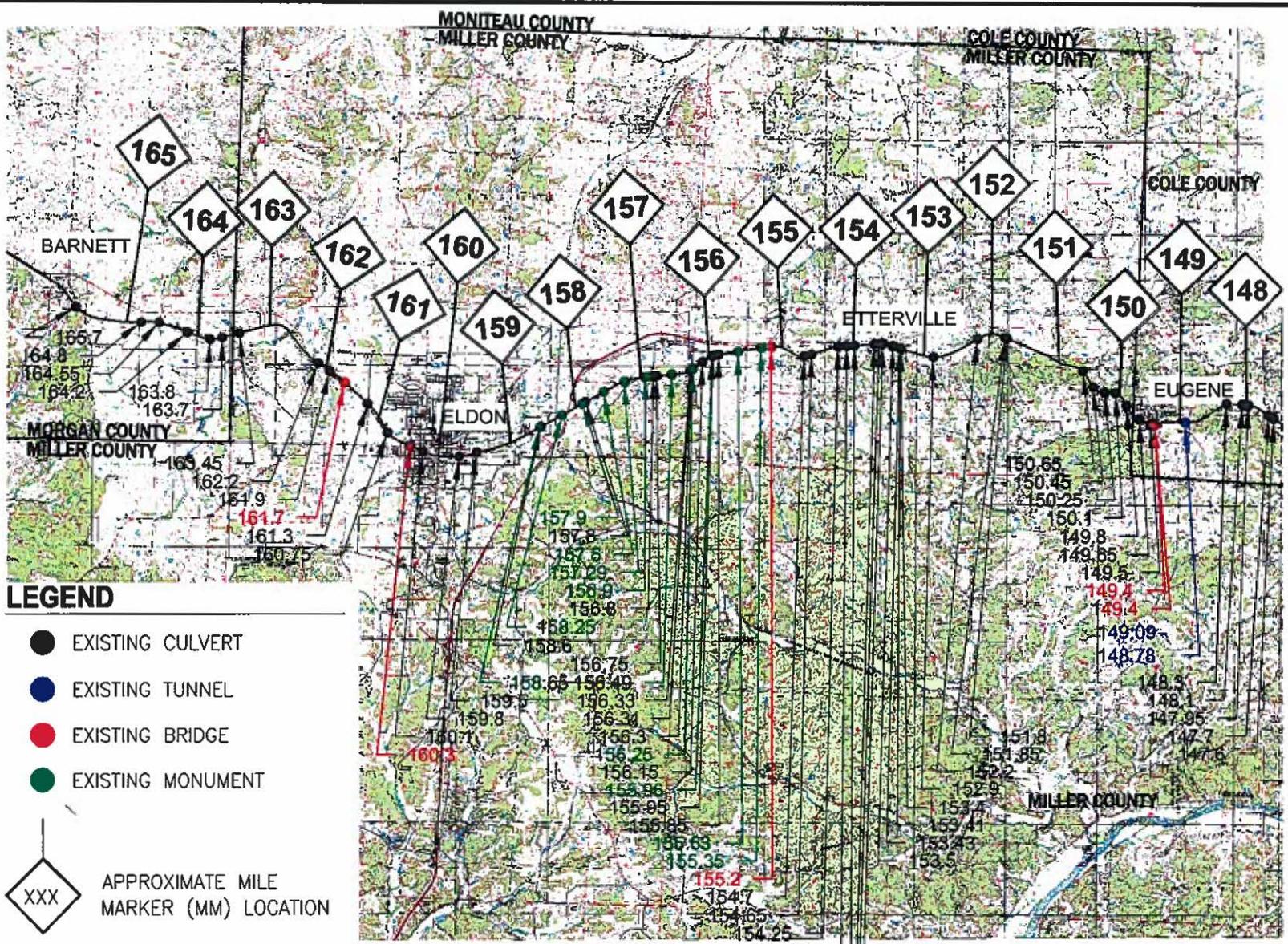
CDG ENGINEERS

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

T. 314.781.7770
 F. 314.781.9076

MISSOURI CENTRAL RAILROAD COMPANY ABANDONMENT, DOCKET AB-1058 (S.B.-NO. 33)
 CENTRAL MIDLAND RAILWAY DISCONTINUANCE, DOCKET AB-WO (S.B.-NO. 33)
 CASS, PETTIS, BERNON, MORGAN, MILLER, COLE, OSAGE, MARIES, GASCONDADE, & FRANKLIN CO. MO
 STRUCTURE LOCATIONS ON USGS TOPOGRAPHIC MAP

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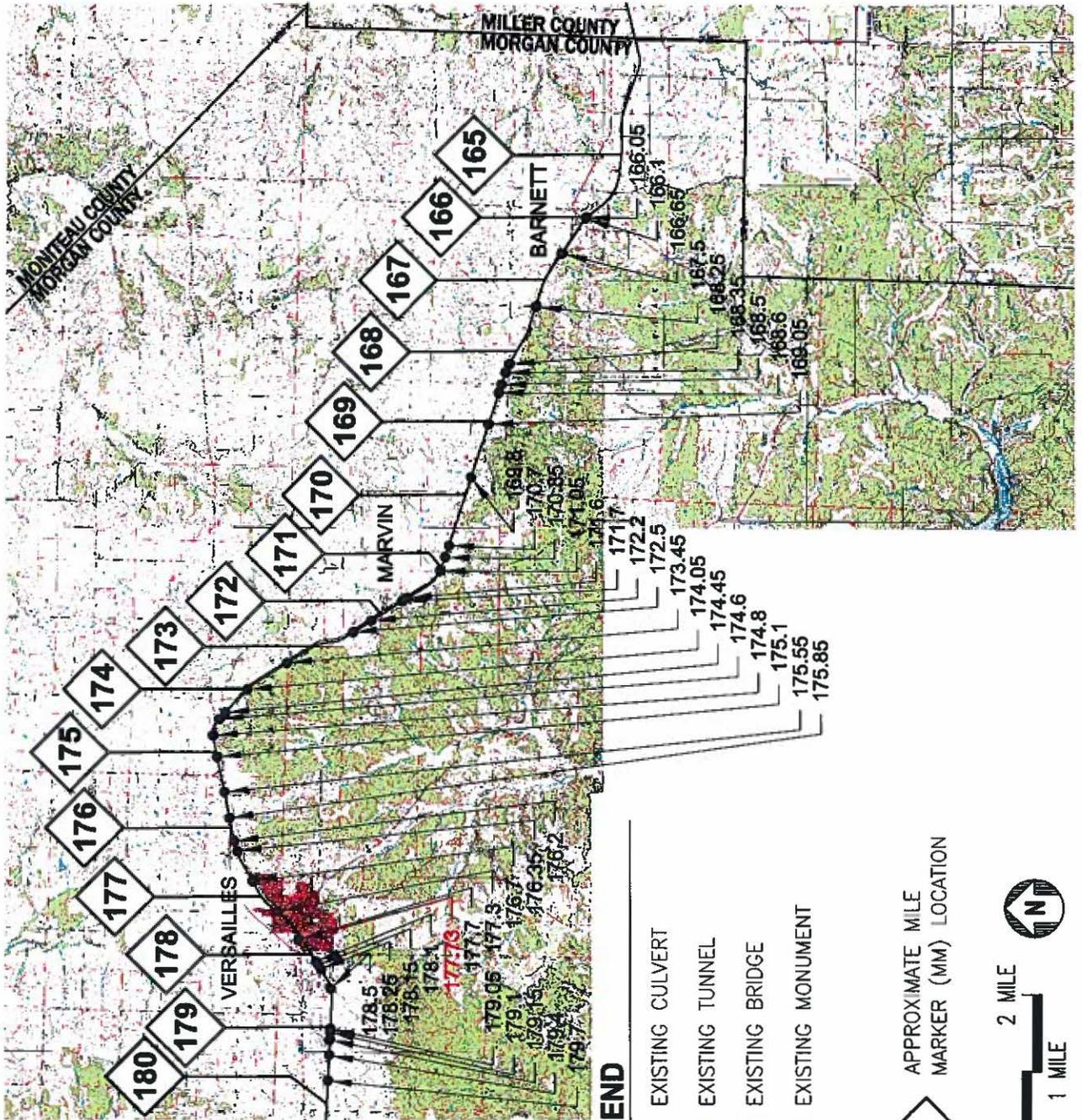
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One Campbell Plaza
St. Louis, Missouri 63103
Missouri State Certificate of Authority # 1271

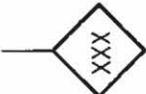
T. 314.782.7770
F. 314.782.0075

PROJECT NO.	14118
DATE	10/24/14



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One Campbell Plaza
 St. Louis, Missouri 63139
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 T. 314.781.7770
 F. 214.781.9076

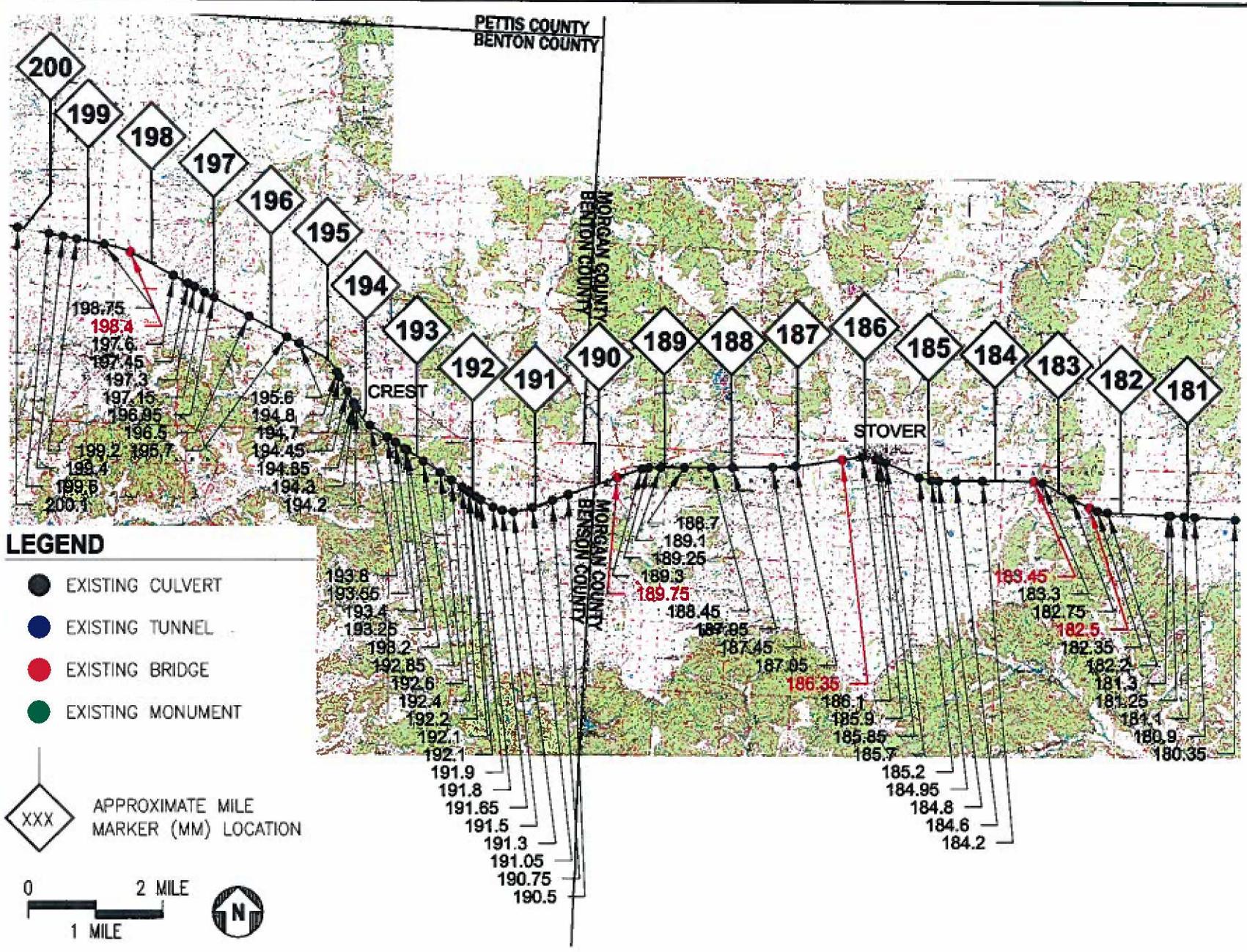
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A	10/24/14	ISSUED FOR REVIEW	GEB	GEB

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SCALE	1" = 2 MILES		

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One Crystal Plaza
St. Louis, Missouri 63103
Telephone: 314.778.7778
Fax: 314.778.0075
Missouri State Certificate of Authority # 1271

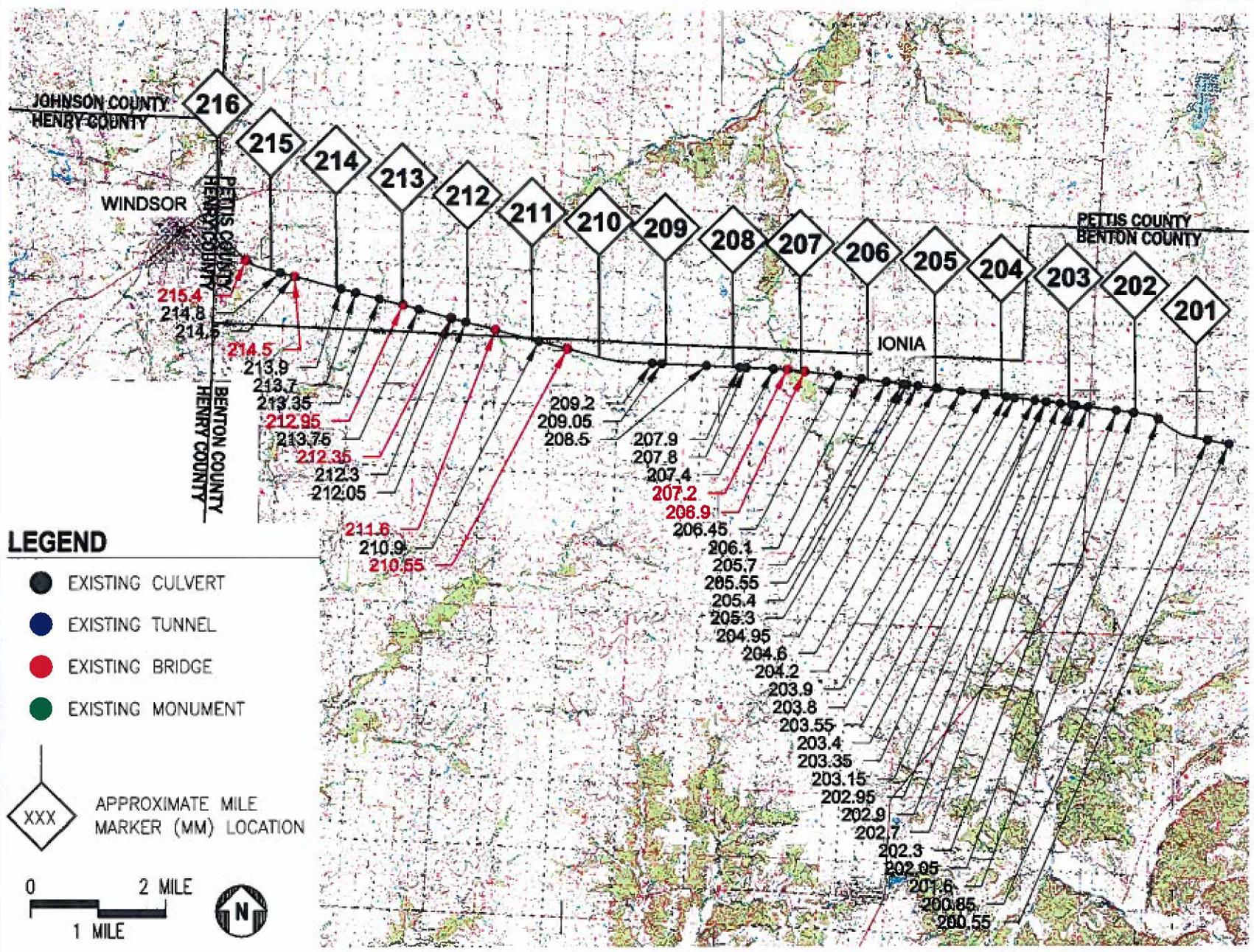
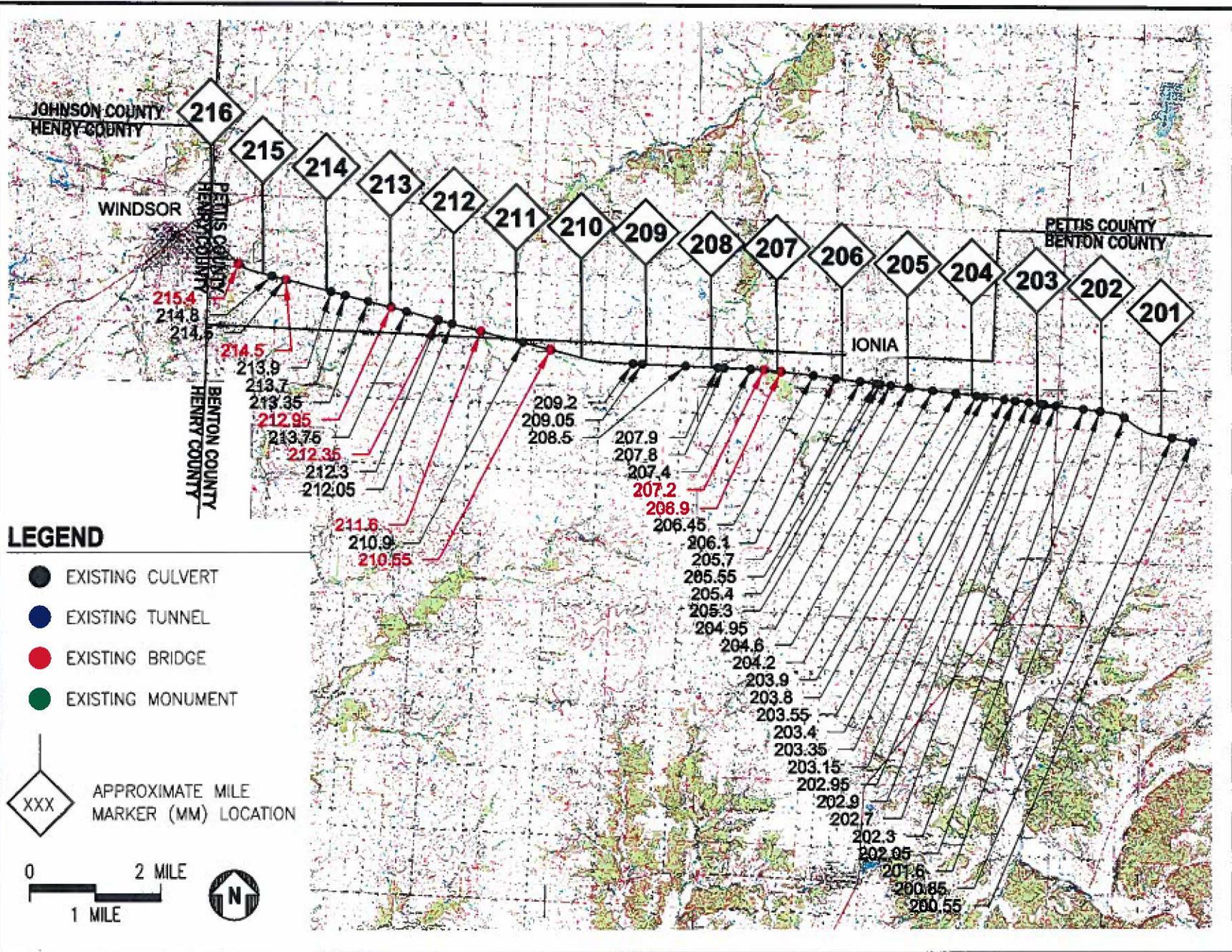


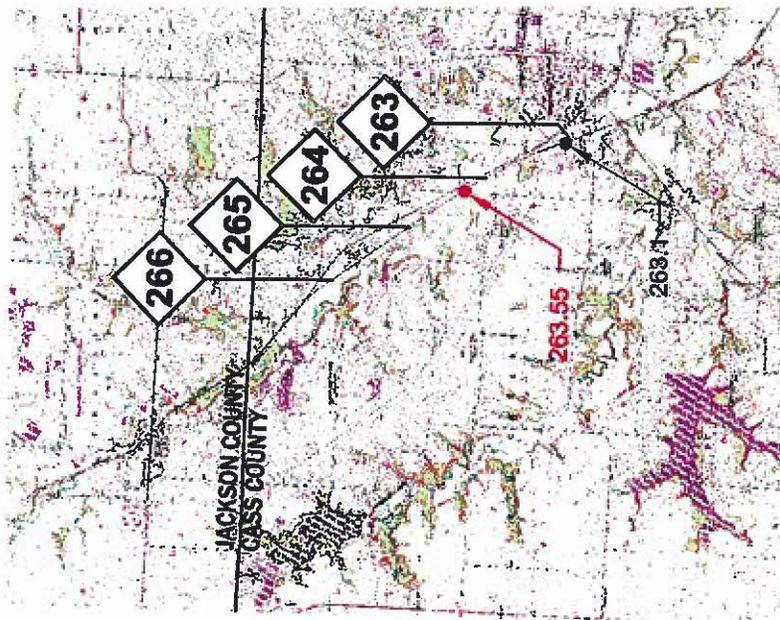
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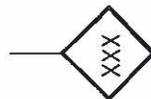
One Campbell Plaza
St. Louis, Missouri 63102
Missouri State Certificate of Authority # 1271
T. 314.761.7770
F. 314.761.8075





LEGEND

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- EXISTING TUNNEL
- EXISTING BRIDGE
- EXISTING MONUMENT

 APPROXIMATE MILE
 MARKER (MM) LOCATION



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A	10/24/14	ISSUED FOR REVIEW	GEB		CHECKED BY
					GEB
MISSOURI CENTRAL RAILROAD COMPANY ABANDONMENT, ROCKET #B-1068 (SUB-NO. 33) GENERAL MIDLAND RAILWAY DISCONTINUANCE, ROCKET #B-1069 (SUB-NO. 33) CASS, PETTIS, BENTON, MORGAN, MILLER, COLE, OSAGE, WARREN, DISCONWADE, & FRANKLIN CO. MO STRUCTURE LOCATIONS ON USGS TOPOGRAPHIC MAP				SCALE	DATE
				1" = 2 MILES	10/27/14



One Campbell Plaza
 St. Louis, Missouri 63120
 Missouri State Certificate of Authority # 1271
 T. 314.781.7770
 F. 314.781.5078

7

October 28, 2014

Via Federal Express

Mr. Mark A. Miles
Director and Deputy State Historic Preservation Officer
Historic Preservation Office
Department of Natural Resources
1659 E. Elm Street
Jefferson City, MO 65109

Re: SHPO Log Number (003-MLT-15) - Missouri Central Railroad Company – Abandonment Exemption – in Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties, Missouri, STB Docket AB-1068 (Sub-No. 3X) and Central Midland Railway Company – Discontinuance of Service and Operating Rights Exemption – in Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, and Franklin Counties, Missouri, STB Docket AB-1070 (Sub-No. 3X)

Dear Mr. Miles:

The Missouri Central Railroad Company (“MCRR”) is in receipt of your letter dated October 23, 2014 regarding the above-captioned proceedings. As MCRR previously informed the Missouri State Historic Preservation Office (“SHPO”) via the initial consultation letter (dated October 2, 2014), the MCRR is planning to file a Notice of Exemption with the Surface Transportation Board (“STB”) to abandon and discontinue service over approximately 144.3 miles of rail line (the “Line”) in two segments: between mileposts 263.5 and 262.906 in Cass County, Missouri; and between milepost 215.325 in Pettis County, Missouri and milepost 71.6 in Franklin County, Missouri. MCRR expects to file the Notice of Exemption on or about November 18, 2014.

In your October 23rd letter, you stated that “it is likely” that the 144.3-mile MCRR rail line now at issue “will...be determined eligible for inclusion in the National Register of Historic Places, pending submission of more detailed documentation that would allow us to assess integrity.” MCRR is actively engaged in gathering and developing documentation of the Line to enable SHPO to undertake just such an assessment and MCRR looks forward to working with SHPO.

Based on the information gathered to date and as described more below, MCRR respectfully requests that SHPO determine that the over 400 culverts on this Line do not need individually documented as they should not be considered eligible for listing in the National Register of Historic Places (“NRHP”) under any criterion. Further, MCRR is respectfully requesting that salvage be permitted to begin before completion of the Section 106 process under the National Historic Preservation Act (“NHPA”) and in particular before completion of any recordation and reporting requirements that will likely be imposed under a Section 106 Memorandum of Agreement (“MOA”).

Mr. Mark A. Miles
October 28, 2014
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As you know, the MCRR previously sought abandonment authorization from the STB for the portion of its right-of-way between Pleasant Hill (milepost 262.906) and Windsor (milepost 215.325) (the "Rail-Banked ROW"). This 47.6-mile portion is either already rail-banked or in the process of being rail-banked, with the Missouri Department of Natural Resources ("MDNR") as the trail sponsor. In these prior proceedings, the corridor, bridges and culverts were found eligible for listing NRHP under Criterion A and the bridges and culverts were possibly eligible for listing in the NRHP under Criterion C. However, notably in the Phase I Archaeological Survey Report prepared for the 42-mile section between Wingate and Windsor, SCI Engineering, Inc. found that the culverts were a "common design." Phase I Archaeological Survey Report, dated December 19, 2013, STB Docket No. AB-1068 (Sub-No. 1X) by SCI Engineering, Charles R. Moffat, Ph.D. and Don Booth, MA at 37 ("2013 Phase I Report"). In addition, the 2013 Phase I Report also noted that culverts were not documented as part of the survey for the Katy Trail. 2013 Phase I Report at 41. This is consistent with the fact that culverts are not typically included in Section 106 review for rail abandonments at the STB.

MCRR has evaluated valuation maps ("Val Maps") created in 1915 by the Chicago, Rock Island and Pacific Railway Company in addition to other documents in MCRR's possession regarding structures on the Line. The Val Maps show structures such as bridges, tunnels and culverts in their approximate position along the rail line. We have created a list and map of the bridges, tunnels, monuments and culverts which are attached as Exhibits 6 and 9 of the Combined Environmental and Historic Report ("Report") that is being served today. The Report also includes photographs of several of the bridges and all of the tunnels that are along this 144.3 mile section as Report Exhibit 8. Additionally, we are including representative samples of photographs of culverts from the prior 47-mile portion of right-of-way (where rail-banking has already occurred or is in process). MCRR asserts that these representative samples support that the culverts on the MCRR line do not meet Criterion C. In addition, MCRR asserts that documentation of the corridor under Criterion A of the NHPA can be accomplished without individually documenting the numerous and anticipated indistinctive culverts along the 144.3 miles. An electronic version of Report Exhibits 6, 8 and 9 and the enclosed photographs that are provided with this letter.

Finally, MCRR respectfully requests that SHPO permit salvage to begin before completion of Section 106 process and in particular before completion of the recordation and reporting requirements that will likely be imposed under a Section 106 MOA. Such a determination is appropriate in this case for at least two reasons. First, MCRR's salvage plans would only remove the steel track and track materials and will not remove or disturb culverts or any other structure on the Line. Second, MCRR understands that MDNR will file a request for trail use of the 144.3-mile Line and when such rail-banking occurs, the right-of-way will remain intact with culverts and other structures becoming an integral part of the trail corridor. In other words, the culverts and other structures will not be disturbed and will remain in use under MDNR ownership and care. As an example, MCRR has attached a copy of a prior STB decision

Mr. Mark A. Miles

October 28, 2014

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wherein a similar request was granted by another SHPO and MCRR requests that the same salvage caveat be added to any Section 106 condition imposed for this Line.

MCRR looks forward to continuing to work with SHPO and the STB during the Section 106 process for the 144.3-mile rail line that is the subject of this proceeding.

If you should need any other information to assist in making this determination, or would like to discuss the contents of this letter, please do not hesitate to contact me.

Yours very truly,



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

Attorney for Missouri Central Railroad Company

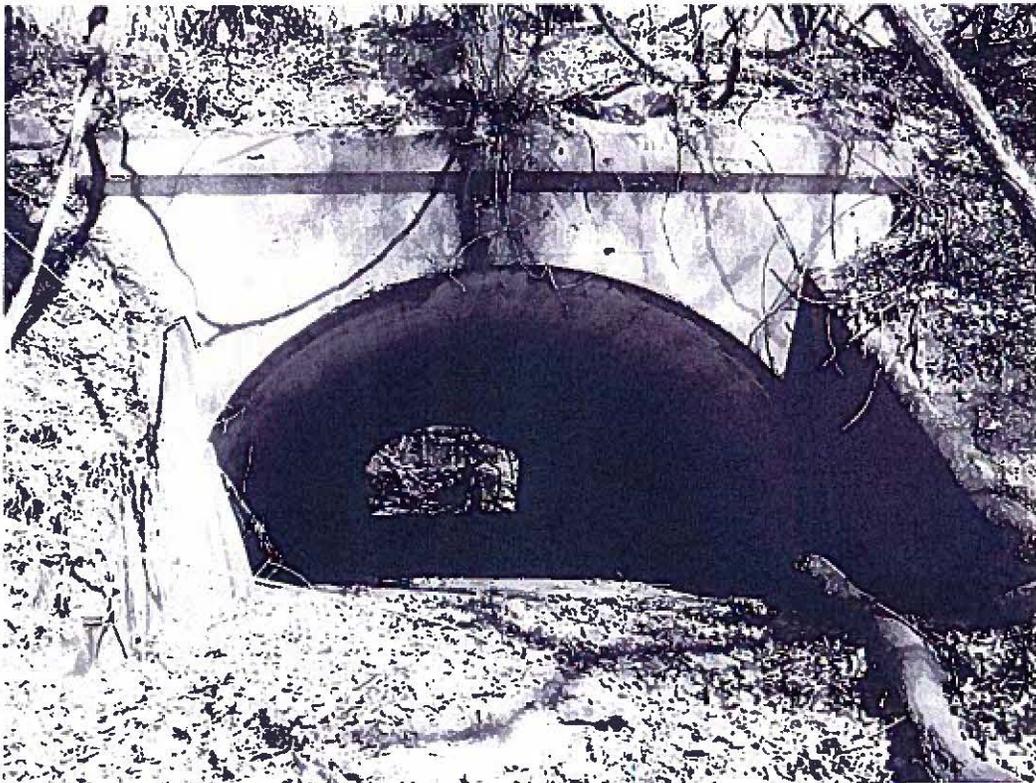
cc: Judith Deel (via email)

enclosures:

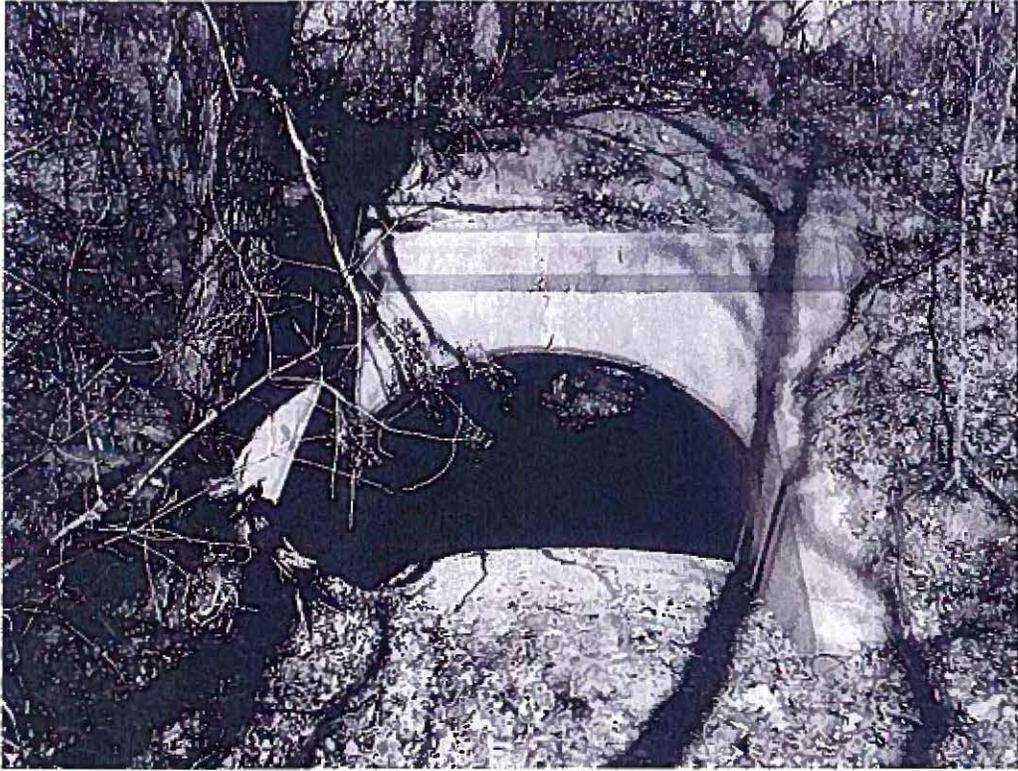
photographs (representative culverts)
STB Decision



Arch Culvert (#2115) MP 247.7 (11 feet)



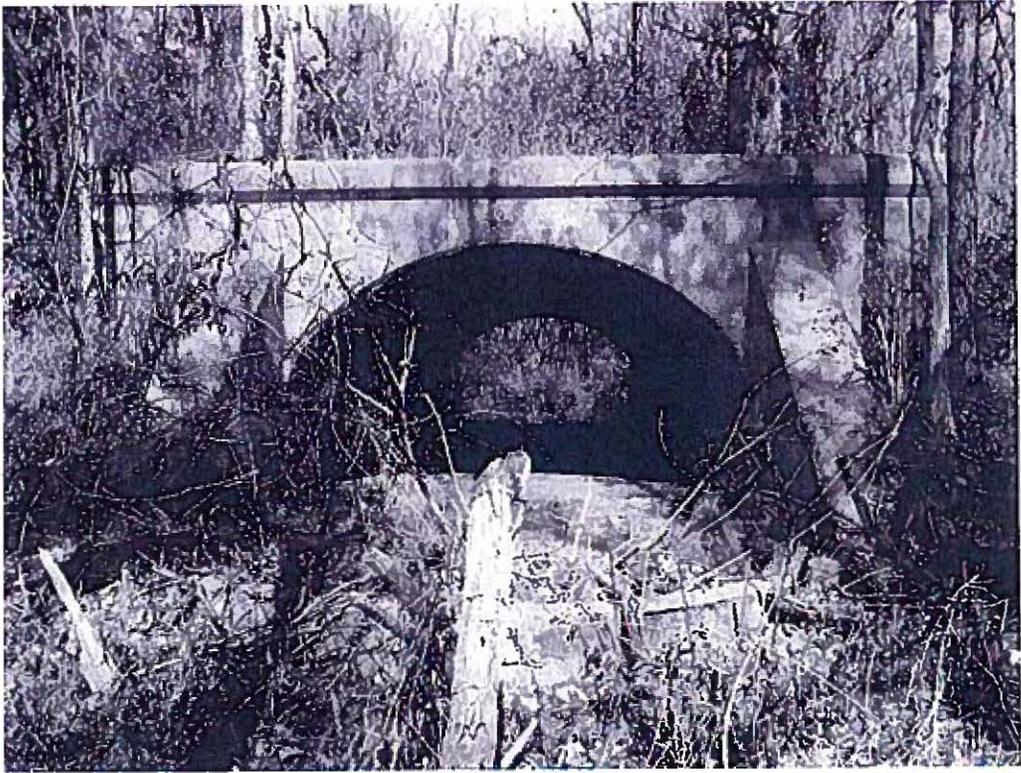
Arch Culvert (#2032) MP 238.8 (11 feet)



Arch Culvert (#1159) MP 234.3 (8 feet)



Arch Culvert (#1144) MP 232.7 (4 feet)



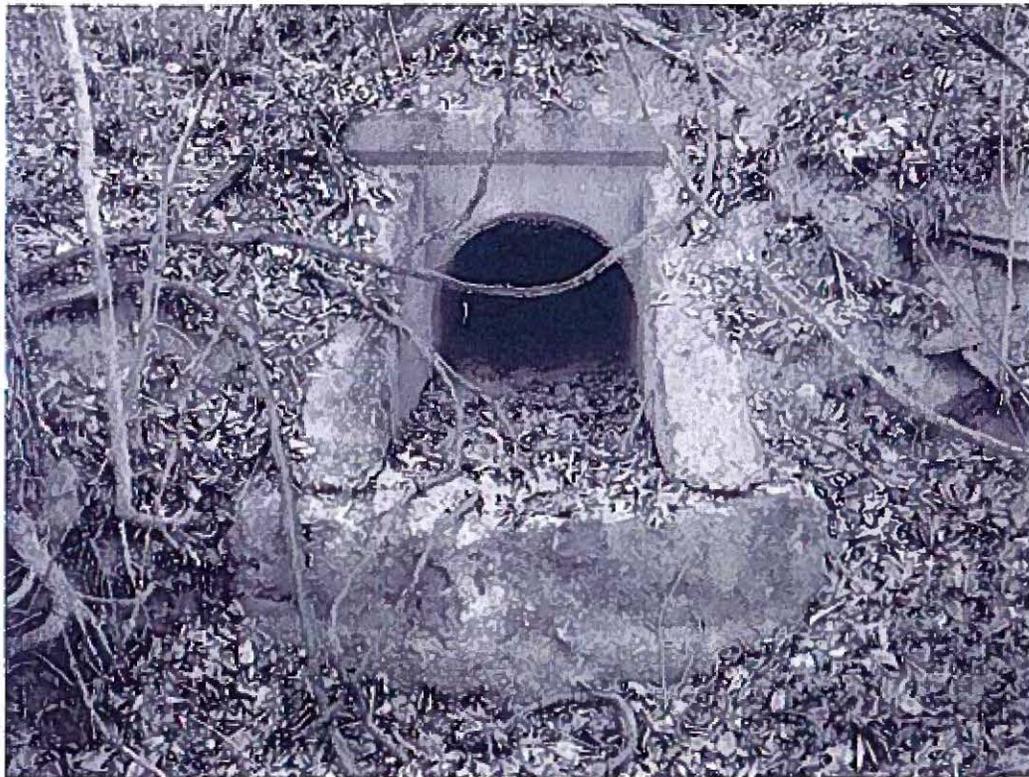
Arch Culvert (#1138) MP 232.1 (8 feet)



Box Culvert (#1134) MP 231.3 (3 feet)



Arch Culvert (#1107) MP 228.9 (4 feet)



Arch Culvert (#1104) MP 228.6 (3 feet)



Arch Culvert (#1104) MP 228.6 (3 feet)



Arch Culvert (#1076) MP 225 (3.7 feet)



Arch Culvert (#1072) MP 224.2 (3 feet)



Arch Culvert (#1049) MP 221.7 (6.4 feet)



Arch Culvert (#1047) MP 221.5 (2 feet)



Arch Culvert (#1036) MP 219.8 (4.4 feet)



Arch Culvert (#1013) MP 217.1 (5.2 feet)

43239
DO

SERVICE DATE – AUGUST 19, 2013

SURFACE TRANSPORTATION BOARD

DECISION AND NOTICE OF INTERIM TRAIL USE OR ABANDONMENT

Docket No. AB 290 (Sub-No. 343X)

CENTRAL OF GEORGIA RAILROAD COMPANY—ABANDONMENT EXEMPTION—IN
NEWTON COUNTY, GA.

Decided: August 19, 2013

Central of Georgia Railroad Company (CGA), a wholly owned subsidiary of Norfolk Southern Railway Company, filed a verified notice of exemption under 49 C.F.R. pt. 1152 subpart F—Exempt Abandonments to abandon approximately 14.90 miles of rail line between milepost E 65.80 (at the point of the line's crossing of Route 229 in Newborn) and milepost E 80.70 (near the intersection of Washington Street, SW, and Turner Lake Road, SW, in Covington), in Newton County, Ga. Notice of the exemption was served and published in the Federal Register on July 19, 2013 (78 Fed. Reg. 43,273). The exemption is scheduled to become effective on August 20, 2013.

The Board's Office of Environmental Analysis (OEA), in an environmental assessment (EA) served in this proceeding on July 26, 2013: (1) noted that the U.S. Environmental Protection Agency, Region 4, NEPA Program Office (USEPA) had stated that it lacked sufficient information to provide guidance on the proposed abandonment; and (2) on that basis recommended that a condition be imposed requiring CGA to consult with USEPA regarding any necessary permits.

In the EA, OEA also noted that CGA served its Historic Report on the Georgia Department of Natural Resources, Historic Preservation Division (SHPO), pursuant to 49 C.F.R. § 1105. In that report, according to OEA, CGA stated that the line contains four bridges that are 50 years old or older, and that it believes that neither the bridges nor the line meet the criteria for listing in the National Register of Historic Places (NRHP) because the bridges are of ordinary design and construction. OEA further noted that in a letter dated May 6, 2013, the SHPO submitted the following opinion: (1) no archaeological resources listed in or eligible for listing in the NRHP would be affected by the proposed abandonment; and (2) the line and its four bridges should be considered eligible for inclusion in the NRHP and that the proposed abandonment, including removal of the bridges, would result in an adverse effect to historic properties. Accordingly, OEA recommended that: (1) a condition be imposed requiring CGA to retain its interest in and take no steps to alter the historic integrity of all historic properties, including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the NRHP until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f, has been completed; and (2) CGA be directed not to file its consummation notice or initiate any salvage activities related to

abandonment (including removal of tracks and ties) until the Section 106 process has been completed and the Board has removed this condition.

Comments to the EA were due August 12, 2013. In its final EA, OEA states that the SHPO, in an e-mail dated August 9, 2013, clarified its position concerning the recommended Section 106 condition, stating that the removal of track and track materials is acceptable and not part of the adverse effect finding. On August 13, 2013, OEA contacted the SHPO by e-mail concerning a proposed revision to the recommended Section 106 condition, allowing for salvage of the track and other track materials, and the SHPO replied, agreeing to the revised language. Accordingly, the recommended Section 106 condition, as revised, will be imposed as well as the previously recommended consultation condition. Based on OEA's recommendation, the proposed abandonment, if implemented as conditioned, will not significantly affect either the quality of the human environment or the conservation of energy resources.

Also in the EA, OEA noted that the right-of-way may be suitable for other public use following abandonment and salvage of the line. On July 26, 2013, Newton County Trail Path Foundation, Inc. (Newton), filed a request for the issuance of a notice of interim trail use (NITU) to negotiate with CGA for acquisition of the line for use as a trail under the National Trails System Act (Trails Act), 16 U.S.C. § 1247(d), and 49 C.F.R. § 1152.29. Pursuant to 49 C.F.R. § 1152.29, Newton submitted a statement of its willingness to assume financial responsibility for the right-of-way, and acknowledged that the use of the right-of-way for trail purposes is subject to possible future reconstruction and reactivation of the right-of-way for rail service. On July 29, 2013, CGA expressed its willingness to negotiate an interim trail use arrangement with Newton.

Because Newton's request complies with the requirements of 49 C.F.R. § 1152.29 and CGA is willing to negotiate for trail use, a NITU will be issued. The parties may negotiate an agreement for the right-of-way during the 180-day period prescribed below. If an interim trail use agreement is reached (and thus, interim trail use is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. 49 C.F.R. § 1152.29(d)(2) and (h); Nat'l Trails Sys. Act & R.R. Rights-of-Way, EP 702 (STB served Apr. 30, 2012). If no agreement is reached within 180 days, CGA may fully abandon the line. 49 C.F.R. § 1152.29(d)(1). Use of the right-of-way for trail purposes is subject to possible future reconstruction and reactivation of the right-of-way for rail service.

Newton also has requested imposition of a public use condition under 49 U.S.C. § 10905 for the right-of-way. Newton asks that CGA be prohibited from disposing of the corridor, other than tracks, ties, and signal equipment, except for public use on reasonable terms, and be barred from the removing or destroying potential trail-related structures, such as bridges, trestles, culverts, and tunnels, for a 180-day period from the effective date of the abandonment authorization. Newton asserts that these structures have considerable value for recreational trail purposes and that the 180-day period is needed to develop a planned greenway as well as a utility right-of-way and to complete negotiations with CGA.

As an alternative to interim trail use under the Trails Act, the right-of-way may be acquired for public use as a trail under 49 U.S.C. § 10905. See Rail Abans.—Use of Rights-of-Way as Trails, 2 I.C.C.2d 591, 609 (1986). Under § 10905, the Board may prohibit the disposal

of rail properties that are proposed to be abandoned and are appropriate for public purposes for a period of not more than 180 days after the effective date of the decision approving or exempting the abandonment.

To justify a public use condition, a party must set forth: (i) the condition sought; (ii) the public importance of the condition; (iii) the period of time for which the condition would be effective; and (iv) justification for the imposition of the period of time requested. 49 C.F.R. § 1152.28(a)(2). Because Newton has satisfied these requirements, a 180-day public use condition will be imposed, requiring CGA to keep intact the right-of-way (including trail-related structures such as bridges, trestles, culverts, and tunnels) and to refrain from disposing of the corridor (other than tracks, ties, and signal equipment), commencing from the August 20, 2013 effective date of the exemption.

When the need for interim trail use/rail banking and public use is shown, it is the Board's policy to impose both conditions concurrently, subject to the execution of a trail use agreement. Here, however, while both conditions will be imposed at this time, the public use condition will expire on February 16, 2014, while the trail use negotiating period will run 180 days from the service date of this decision and notice, until February 15, 2014. If a trail use agreement is reached on a portion of the right-of-way prior to February 15, 2014, CGA must keep the remaining right-of-way intact for the remainder of the 180-day public use condition period to permit public use negotiations. Also, a public use condition is not imposed for the benefit of any one potential purchaser, but rather to provide an opportunity for any interested person to acquire the right-of-way that has been found suitable for public purposes, including trail use. Therefore, with respect to the public use condition, CGA is not required to deal exclusively with Newton, but may engage in negotiations with other interested persons.

As conditioned, this action will not significantly affect either the quality of the human environment or the conservation of energy resources.

It is ordered:

1. This proceeding is reopened.
2. Upon reconsideration, the notice served and published in the Federal Register on July 19, 2013, exempting the abandonment of the line described above is modified to the extent necessary to implement interim trail use/rail banking as set forth below to permit Newton to negotiate with CGA for trail use for the rail line, for a period of 180 days from the service date of this decision and notice, until February 15, 2014, and to permit public use negotiations as set forth below, for a period of 180 days commencing from the August 20, 2013 effective date of the exemption, until February 16, 2014. The abandonment is also subject to the conditions that CGA shall: (1) consult with USEPA regarding any necessary permits; and (2) retain its interest in and take no steps to alter the historic integrity of all historic properties, including sites, buildings, structures, and objects within the project right-of-way (the Area of Potential Effect) that are eligible for listing or listed in the NRHP until the Section 106 process of the National Historic Preservation Act, 16 U.S.C. 470f, has been completed. CGA may, however, proceed with salvage of the track and other track materials in accordance with its consultations with the

SHPO. CGA may not file its consummation notice until the Section 106 process has been completed and the Board has removed this condition.

3. Consistent with the public use and interim trail use/rail banking conditions imposed in this decision and notice, CGA may discontinue service and salvage track and related materials. CGA shall otherwise keep intact the right-of-way, including potential trail-related structures such as bridges, trestles, culverts, and tunnels for a period of 180 days, until February 16, 2014, to enable any state or local government agency, or other interested person, to negotiate the acquisition of the right-of-way for public use. If an interim trail use/rail banking agreement is executed before expiration of the 180-day public use condition period, the public use condition will expire to the extent the trail use/rail banking agreement covers the same portion of the right-of-way.

4. If an interim trail use/rail banking agreement is reached, it must require the trail sponsor to assume, for the term of the agreement, full responsibility for: (i) managing the right-of-way; (ii) any legal liability arising out of the transfer or use of the right-of-way (unless the sponsor is immune from liability, in which case it need only indemnify the railroad against any potential liability); and (iii) the payment of any and all taxes that may be levied or assessed against the right-of-way.

5. Interim trail use/rail banking is subject to possible future reconstruction and reactivation of the right-of-way for rail service and to the trail sponsor's continuing to meet its responsibilities for the right-of-way described in ordering paragraph 4 above.

6. If an interim trail use agreement is reached (and thus, interim trail use is established), the parties shall jointly notify the Board within 10 days that an agreement has been reached. See 49 C.F.R. § 1152.29(d)(2) and (h).

7. If interim trail use is implemented, and subsequently the trail sponsor intends to terminate trail use on all or any portion of the right-of-way covered by the interim trail use agreement, it must send the Board a copy of this decision and notice and request that it be vacated on a specified date.

8. If an agreement for interim trail use/rail banking is reached by February 15, 2014, for the right-of-way, interim trail use may be implemented. If no agreement is reached, CGA may fully abandon the line.

9. This decision and notice is effective on its service date.

By the Board, Richard Armstrong, Acting Director, Office of Proceedings.

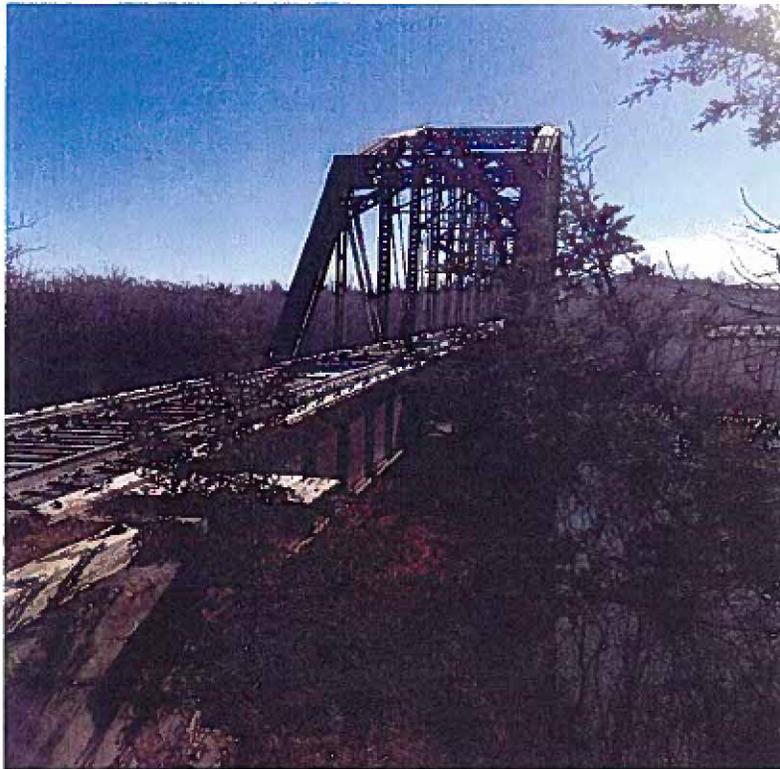
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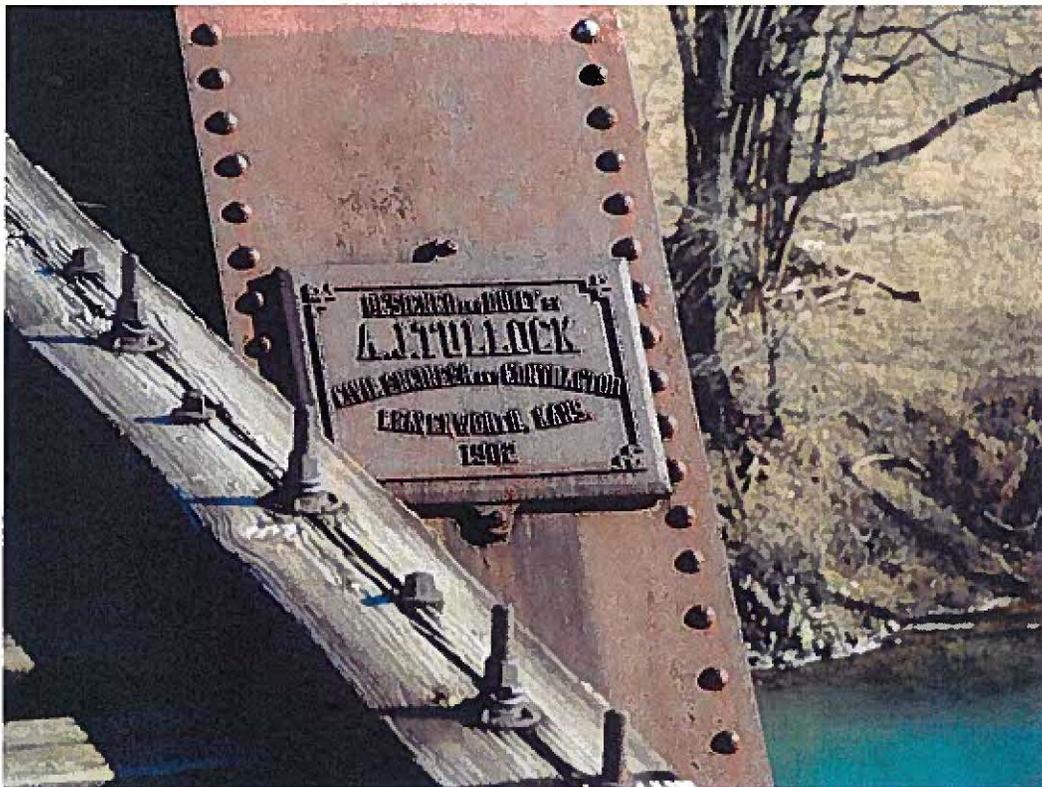
Osage River Bridge Photo 1 (approx. MP 143.3)



Osage River Bridge Photo 2 (approx. MP 143.3)



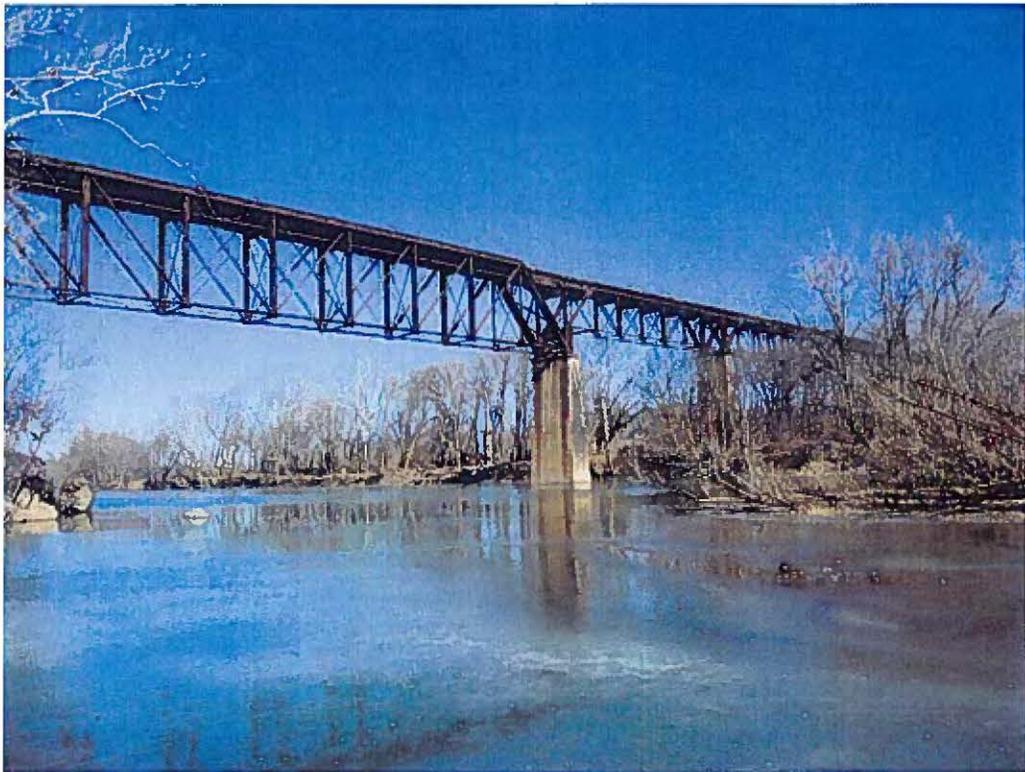
Osage River Bridge Photo 3 (approx. MP 143.3)



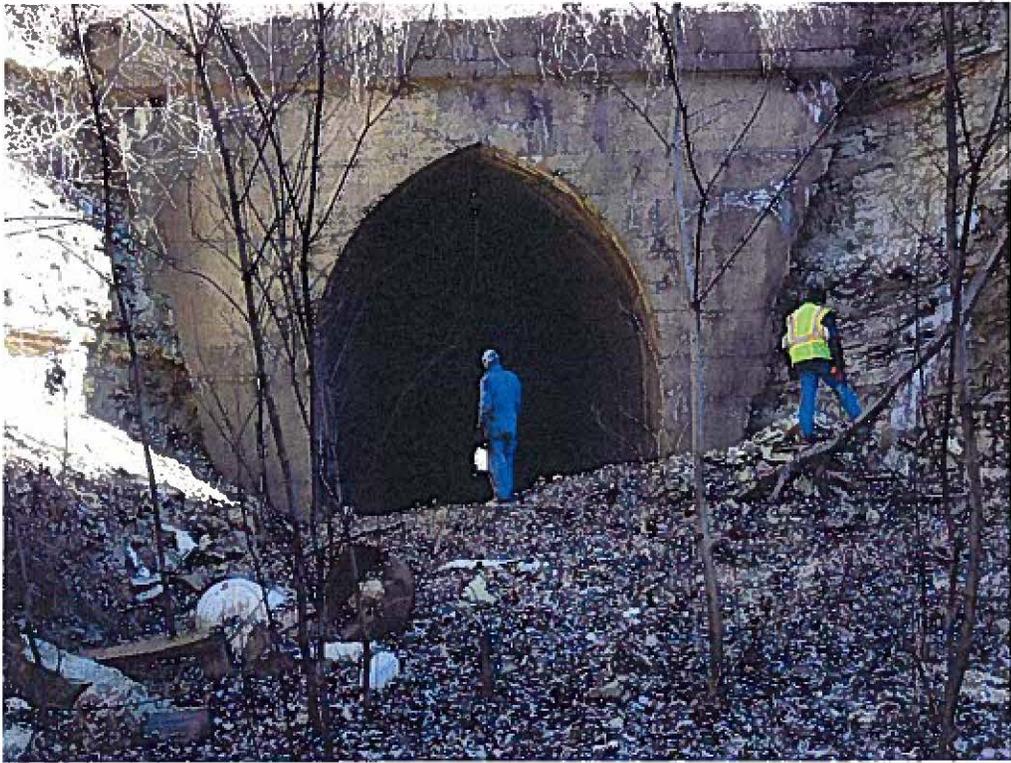
Gasconade River Bridge Builders Plate (approx. MP 114.6)



Gasconade River Bridge From North (approx. MP 114.6)



Gasconade River Bridge Overview (approx. MP 114.6)



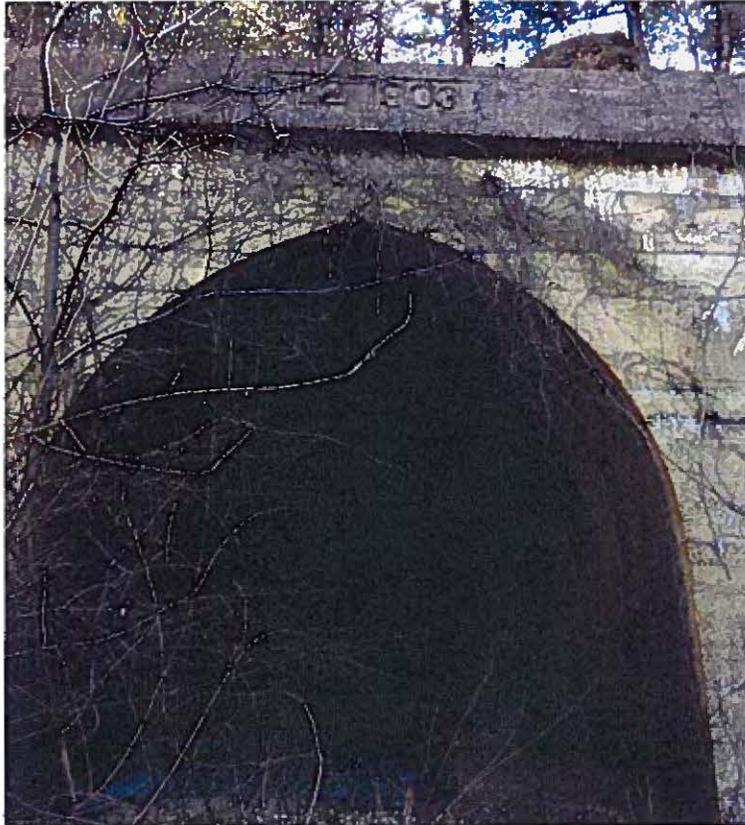
Tunnel No. 1 East Portal (MP 118.44 to 118.58)



Tunnel No. 1 West Portal (MP 118.44 to 118.58)



Tunnel No. 2 East Portal (MP 128.67 to 128.93)



Tunnel No. 2 Close-Up (MP 128.67 to 128.93)



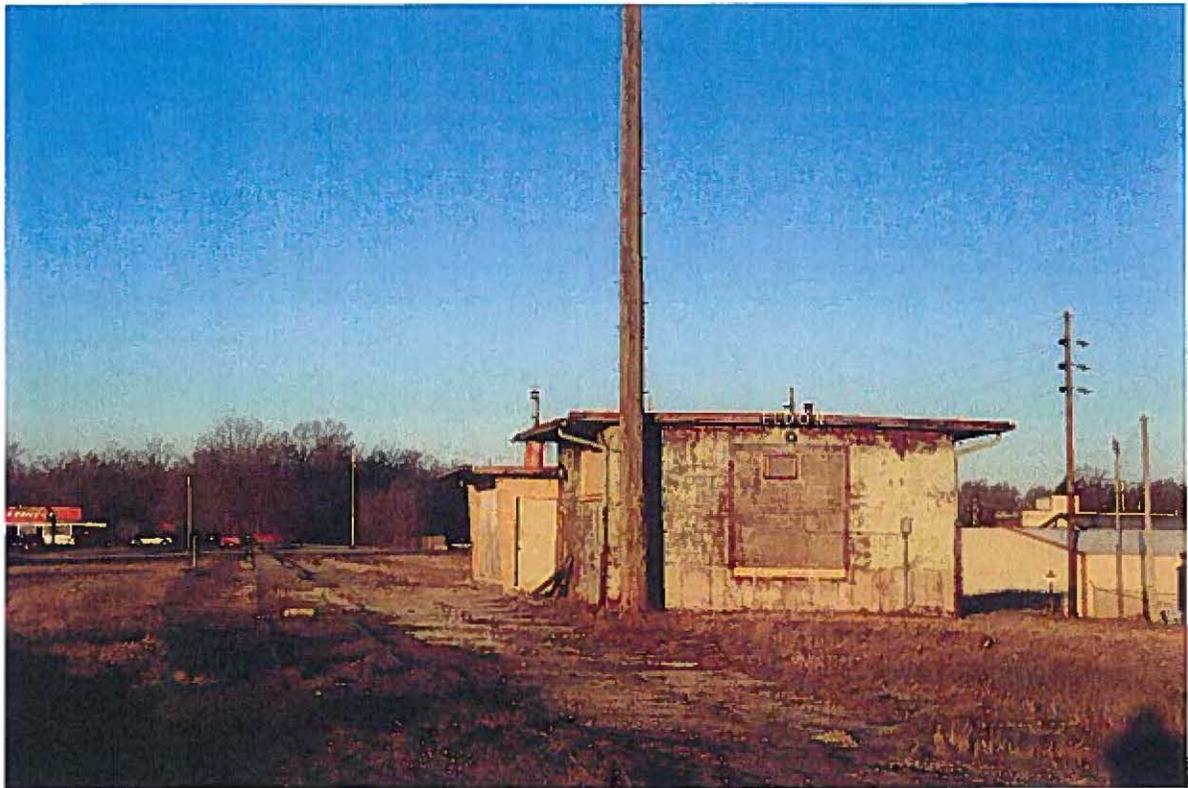
Tunnel No. 3 East Portal (MP 148.78 to 149.09)



Tunnel No. 3 West Portal (MP 148.78 to 149.09)



Meta Crossing Signal (approx. MP 134.6)



Eldon Depot (approx. MP 159.85)

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Missouri Central Railroad Company Abandonment, Docket AB-1068 (Sub-No. 3X)
 Central Midland Railway Discontinuance, Docket AB-1070 (Sub-No. 3X)
 Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, & Franklin Co., MO
 Structure Locations on USGS Topographic Maps

MASTER LIST

Revised 10/27/2014

approx. milepost	description	length	category
71.65	24"x12" Wood Box	74'	culvert
71.7	8'x5' Wood culvert		culvert
71.9	10" x12" Wood Box	16'	culvert
72.03	3' x 3' concrete box culvert	90'	culvert
72.49	3' x 3' stone box culvert	70'	culvert
72.69	3' x 3' stone box culvert	59'	culvert
73.04	3' x 3' stone box culvert	140'	culvert
73.25	3' x 3' stone box culvert	54'	culvert
74.27	3' x 3' stone box culvert	57'	culvert
74.48	3' x 3' stone box culvert	51'	culvert
74.84	3' x 3' stone box culvert	30'	culvert
74.9	1' x 1' WB Lt. & Rt.	16'	culvert
75.5	1' x 1' WB Farm X-ing	12'	culvert
75.6	3' x 4' stone box culvert	75'	culvert
75.8	3' x 3' Stone Box	31'	culvert
76.1	3' x 3' stone box culvert	61'	culvert
76.36	3' x 3' stone box culvert	58'	culvert
76.7	3' x 4' Stone Box	108'	culvert
76.8	1' x 1' Wood Box	16'	culvert
76.9	3' x 3' Stone Box	76'	culvert
77.01	3' x 3' stone box culvert	70'	culvert
77.29	3' x 3' stone box culvert	75'	culvert
78.06	3' x 3' stone box culvert	35'	culvert
78.6	bridge, old US 50 Hwy underpass, built 1927, segment A: 25' ballast deck trestle, segment B: 39'6" deck plate girder, segment C: 25' ballast deck trestle, vertical clearance 14'2"	90'	bridge
78.9	1' x 1' WB Farm x-ing Lt. & Rt.	12'	culvert
79.3	1' x 1' WB	16'	culvert
79.47	3' x 4' stone box culvert	79'	culvert
79.75	1' x 1' WB Farm x-ing Lt. & Rt.	16'	culvert
79.84	3' x 3' stone box culvert	50'	culvert
80.07	3' x 3' stone box culvert	74'	culvert
80.15	1' x 1' WB	16'	culvert
80.3	12" x 12" WB	53'	culvert
81.53	stone box culvert	66'	culvert
82.57	3' x 3' stone box culvert	53'	culvert
82.6	1' x 1' WB	16'	culvert
82.8	1' x 2' wood box culvert	29'	culvert
83.2	1' x 1' WB	12'	culvert
83.4	3' x 3' Stone Box culvert	62'	culvert
83.9	3' x 3' stone box culvert	85'	culvert
84.06	3' x 3' stone box culvert	75'	culvert
84.2	1'x1' Wood Box Rt +Lt	16'	culvert
84.63	3' x 3' stone box culvert	71'	culvert
84.7	8'x5' Wood culvert		culvert
84.71	2' x 1' wood box culvert	83'	culvert
84.97	3' x 3' stone box culvert	68'	culvert
85.1	3' x 3' Stone Box	80'	culvert
85.39	3' x 3' stone box culvert	34'	culvert
85.87	4' x 4' stone box culvert	67'	culvert
86.0	3' x 4' stone box culvert	87'	culvert
86.08	3' x 3' stone box culvert	40'	culvert
86.15	4' x 6' stone box culvert	87'	culvert
86.4	3' x 6' stone box culvert	62'	culvert
86.56	3' x 3' stone box culvert	70'	culvert

Missouri Central Railroad Company Abandonment, Docket AB--1068 (Sub-No. 3X)
 Central Midland Railway Discontinuance, Docket AB-1070 (Sub-No. 3X)
 Cass, Pettis, Benton, Morgan, Miller, Cole, Osage, Maries, Gasconade, & Franklin Co., MO
 Structure Locations on USGS Topographic Maps

MASTER LIST

Revised 10/27/2014

approx. milepost	description	length	category
86.9	bridge no. 869, built 1900, 231 ties, concrete abutments and concrete piers, 3-60' deck plate girder	230'	bridge
87.3	3' x 3' stone box culvert	84'	culvert
87.57	3' x 3' stone box culvert	57'	culvert
87.58	3' x 3' stone box culvert	62'	culvert
87.97	4' x 6' stone box culvert	76'	culvert
88.24	concrete box culvert	64'	culvert
88.4	3' x 3' Stone Box	46'	culvert
88.62	stone box culvert	70'	culvert
88.8	14' x 16' concrete box culvert, private road underpass	50'	culvert
89.24	4' x 5' stone box culvert	22'	culvert
89.8	1'x1' WB Rt.+Lt	16'	culvert
89.98	3' x 3' stone box culvert	70'	culvert
90.3	3' x 3' Stone Box	68'	culvert
90.5	24" X 12" WB	25'	culvert
91.11	4' x 6' stone box culvert	55'	culvert
91.3	1' x 1' WB	42'	culvert
91.5	2' x 1' WB	134'	culvert
91.8	3' x 3' Stone Box	39'	culvert
91.85	1' x 1' Wood Box	16'	culvert
91.89	Wood Box	11'	culvert
91.9	3' x 3' stone box culvert	34'	culvert
92.05	1' x 1' wood box culvert	30'	culvert
92.2	2' x 1' wood box culvert, farm crossing	28'	culvert
92.6	2' x 1' wood box culvert	16'	culvert
92.8	8' x 6' concrete box culvert	40'	culvert
92.82	3' x 3' stone box culvert	44'	culvert
93.5	2' x 1' wood box culvert, farm crossing	16'	culvert
93.65	3' x 3' stone box culvert	61'	culvert
93.9	4' x 6' stone box culvert	62'	culvert
93.95	1'x1' WB Rt.+Lt	9'	culvert
94.1	3' x 3' stone box culvert	36'	culvert
94.5	2' x 1' wood box culvert, road crossing	11'	culvert
94.9	3' x 3' stone box culvert	26'	culvert
94.95	1' x 1' wood box culvert, farm crossing	9'	culvert
95.1	3' x 3' stone box culvert	32'	culvert
95.25	2' x 1' wood box culvert, farm crossing	11'	culvert
95.7	18"x18" Wood Box	18'	culvert
95.8	3' x 3' stone box culvert	41'	culvert
95.9	3' x 3' stone box culvert	28'	culvert
96.2	3' x 3' stone box culvert	50'	culvert
96.35	2' x 2' stone box culvert	19'	culvert
96.7	3' x 5' stone box culvert	58'	culvert
97.1	3' x 3' Stone Box	48'	culvert
97.15	9" x 1' wood box culvert	17'	culvert
97.4	3' x 3' stone box culvert	52'	culvert
97.75	3' x 3' stone box culvert	45'	culvert
98.3	1' x 1' wood box culvert	17'	culvert
98.47	3' x 3' stone box culvert	46'	culvert
99.05	3' x 3' stone box culvert	70'	culvert
99.1	1' x 1' wood box culvert	14'	culvert
99.6	12" x 18" wood box culvert	17'	culvert
99.8	3' x 3' stone box culvert	65'	culvert
100.4	3' x 3' stone box culvert	36'	culvert
100.6	3' x 3' stone box culvert	38'	culvert
101.1	3' x 3' stone box culvert	32'	culvert

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101.4	2' x 1' wood box culvert, farm crossing	12'	culvert
101.8	3' x 4' stone box culvert	26'	culvert
101.95	12" x 18" wood box culvert, farm crossing	13'	culvert
102.55	6' x 6' wood box culvert	10'	culvert
102.75	old tie culvert, 1' x 1' wood box culvert	10'	culvert
102.8	2' x 2' stone box culvert	44'	culvert
102.82	old tie culvert		culvert
103.1	tie culvert, 1' x 1' wood box culvert	13'	culvert
103.19	3' x 4' stone box culvert	38'	culvert
103.3	1' x 1' wood box culvert	10'	culvert
103.5	old tie culvert		culvert
103.6	3' x 4' stone box culvert	32'	culvert
103.8	1' x 1' WB Farm x-ing Lt. & Rt.	15'	culvert
104.1	12" x 18" WB Farm x-ing	13'	culvert
104.7	3' x 4' stone box culvert	39'	culvert
105.05	4' x 6' stone box culvert	28'	culvert
105.45	3' x 4' stone box culvert	44'	culvert
105.5	2' x 1' wood box culvert	14'	culvert
105.95	1'x1' Wood Box	14'	culvert
106.35	4' x 5' stone box culvert	27'	culvert
106.4	old tie culvert		culvert
106.65	4' x 6' stone box culvert	56'	culvert
107.3	3' x 3' stone box culvert	36'	culvert
107.8	4' x 4' stone box culvert	80'	culvert
107.97	2' x 3' stone box culvert	32'	culvert
108.65	2' x 3' stone box culvert	56'	culvert
109.05	2' x 3' stone box culvert	77'	culvert
109.45	2' x 3' stone box culvert	44'	culvert
110.6	11'x6' Wood culvert		culvert
110.7	18"x12" Wood Box	12'	culvert
110.75	8'x5' Wood culvert		culvert
110.8	2' x 3' stone box culvert	54'	culvert
110.9	2' x 1' WB	16'	culvert
111.2	1' x 1' WB	16'	culvert
111.3	3' x 3' stone box culvert	27'	culvert
111.6	3' x 3' stone box culvert	31'	culvert
111.7	2' x 3' stone box culvert	30'	culvert
111.8	2' x 3' stone box culvert	45'	culvert
112.1	12" X 20" WB	9'	culvert
112.2	3' x 3' stone box culvert	68'	culvert
112.35	3' x 3' stone box culvert	90'	culvert
112.65	4' x 6' stone box culvert	105'	culvert
112.75	3' X 4' Stone Box	92'	culvert
112.85	3' x 4' stone box culvert	85'	culvert
113.2	4' x 4' stone box culvert	144'	culvert
113.5	3' x 3' Stone Box & 1' x 1' WB Lt. & Rt.	38' & 16'	culvert
113.65	2' x 3' stone box culvert	38'	culvert
113.75	2' x 3' stone box culvert	50'	culvert
114.0	8' x 9' stone arch culvert	182'	culvert
114.7	pile trestle no. 1147	88'	bridge
114.75	pile trestle no. 1148		bridge
115.05	(2) - 4' x 4' stone box culvert	47' & 144'	culvert
115.4	3' x 3' stone box culvert	81'	culvert
115.6	3' x 3' stone box culvert	82'	culvert
115.65	12" x 6" WB	12'	culvert
115.75	3' x 3' stone box culvert	86'	culvert

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115.9	4' x 3' stone box culvert	104'	culvert
116.15	2' x 3' stone box culvert	89'	culvert
116.4	4' x 5' stone box culvert	118'	culvert
116.45	3' x 2' stone box culvert	30'	culvert
116.7	4' x 5' stone box culvert	124'	culvert
116.9	4' x 5' stone box culvert	142'	culvert
117.15	5' x 6' stone box culvert	148'	culvert
117.75	8' x 9' masonry arch culvert	150'	culvert
117.8	1' x 1' wood box culvert	12'	culvert
118.15	4' x 6' stone box culvert	74'	culvert
118.44 – 118.58	Freeburg Tunnel (tunnel no. 1)		tunnel
119.1	4' x 6' stone box culvert	37'	culvert
119.3	4' x 4' stone box culvert	41'	culvert
119.45	3' x 3' stone box culvert	48'	culvert
119.6	3' x 3' stone box culvert	34'	culvert
119.95	3' x 3' stone arch culvert	160'	culvert
120.35	4' x 5' stone box culvert	45'	culvert
120.65	3' x 3' stone box culvert	78'	culvert
120.75	2' x 3' stone box culvert	45'	culvert
120.9	2' x 2' stone box culvert	68'	culvert
121.6	bridge no. 1215, pin connected truss	150'	bridge
122.4	5' x 7' stone box culvert	34'	culvert
122.75	3' x 3' stone box culvert	17'	culvert
123.3	bridge no. 1232, 15' I-beam, 14' concrete box, stone box culvert	15'	bridge
123.35	Concrete Box/Stone Box	14'	culvert
123.55	2' x 3' stone box culvert	44'	culvert
123.6	3' x 4' stone box culvert	38'	culvert
123.8	5' x 4' stone box culvert	36'	culvert
124.25	1' x 1' wood box, 13' tie culvert	11'	culvert
124.4	6' stone arch culvert	26'	culvert
124.55	1' x 1' wood box culvert		culvert
124.75	3' x 3' stone box culvert	24'	culvert
124.85	4' x 6' stone box culvert	24'	culvert
124.95	8' x 12" wood box culvert	33'	culvert
125.2	4' x 6' stone box culvert	53'	culvert
125.6	bridge, I-beam	15'	bridge
125.7	1' x 1' wood box culvert	13'	culvert
125.95	4' x 6' stone box culvert	58'	culvert
126.2	bridge, I-beam	24'	bridge
126.45	3, 14" x 12" wood box culvert	12'	culvert
126.5	5' x 7' stone box culvert	82'	culvert
126.7	14" x 10" wood box culvert	16'	culvert
126.8	4' x 6' stone box culvert	28'	culvert
127.15	2' x 3' stone box culvert	48'	culvert
127.4	2' x 3' stone box culvert	40'	culvert
127.5	4' x 4' stone box culvert	52'	culvert
127.6	6' stone arch culvert	52'	culvert
127.75	6' stone arch culvert	56'	culvert
128.15	2' x 3' stone box culvert	38'	culvert
128.3	4' x 5' stone box culvert	49'	culvert
128.67 – 128.93	Meta Tunnel (tunnel no. 2)		tunnel
129.3	5' x 6' stone box culvert	25'	culvert
129.45	4' x 5' stone box culvert	46'	culvert
129.6	4' x 5' stone box culvert	59'	culvert
129.7	3' x 4' stone box culvert	52'	culvert
129.9	3' x 3' stone box culvert	51'	culvert

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130.15	1'x1' Wood Box culvert	11'	culvert
130.2	4' x 5' stone box culvert	79'	culvert
130.4	6' x 8' stone arch culvert	90'	culvert
130.55	4' x 4' stone box culvert	93'	culvert
130.7	3' x 3' stone box culvert	64'	culvert
130.95	3' x 5' stone box culvert	70'	culvert
131.3	4' x 5' stone box culvert	77'	culvert
131.7	8' x 10' stone arch culvert	97'	culvert
132.1	3' x 4' stone box culvert	45'	culvert
132.3	4' x 6' stone box culvert	38'	culvert
132.5	3' x 3' stone box culvert	37'	culvert
132.7	3' x 3' stone box culvert	67'	culvert
132.8	4' x 6' stone box culvert	56'	culvert
133.03	3' x 4' stone box culvert	38'	culvert
133.3	3' x 4' stone box culvert	43'	culvert
133.55	6' stone arch culvert	48'	culvert
133.7	Bridge 1337	50'	bridge
133.9	5' x 7' stone box culvert	34'	culvert
134.3	4' x 6' stone box culvert	33'	culvert
134.8	Bridge 1348	28'	bridge
135.2	4' x 6' stone box culvert	21'	culvert
135.55	bridge no. 1355 TNG	150'	bridge
135.65	bridge no. 1357 deck plate girder	30'	bridge
136.4	bridge no. 1363 deck plate girder	30'	bridge
136.65	4' x 4' stone box culvert	36'	culvert
137.1	bridge no. 1370 T.T.2 deck plate girder	60'	bridge
137.65	bridge no. 1377, 1- 24'-24" I-beam	24'	bridge
137.95	2, 2' x 1' wood box culvert	12'	culvert
138.1	4' x 4' stone box culvert	34'	culvert
138.35	bridge no. 1383, 1- 24'-24" I-beam	24'	bridge
138.8	bridge no. 1388, 1- T.T.	150'	bridge
139.2	8' concrete arch culvert	41'	culvert
139.45	3' concrete arch culvert	28'	culvert
139.65	10'-3" concrete arch culvert	80'	culvert
140.05	4' x 3' Concrete Arch culvert	86'	culvert
140.1	4' x 3' concrete arch culvert	86'	culvert
140.4	8' x 5' concrete arch culvert	82'	culvert
140.6	8' x 5' concrete arch culvert	90'	culvert
141.05	8' x 5' Concrete Arch culvert	48'	culvert
142.03	10' arch culvert	60'	culvert
142.15	old tie culvert		culvert
142.45	4' concrete arch culvert	57'	culvert
142.55	1'x1' Wood Box	20'	culvert
142.65	4' concrete arch culvert	58'	culvert
142.85	4' x 3' concrete arch culvert	6'4"	culvert
143.15	bridge no. 1433, 7-30' deck plate girder, 9-60' deck plate girder	1485'	bridge
143.6	bridge, deck plate girder 1-60'	60'	bridge
143.6	4' x 5' stone box culvert	127'	culvert
143.9	4' x 5' stone box culvert	96'	culvert
144.1	3' x 4' stone box culvert	58'	culvert
144.35	4' x 6' stone box culvert	38'	culvert
144.55	5' x 6' stone box culvert	46'	culvert
144.6	10' x 5' WC		culvert
144.7	3' x 3' Stone Box	103'	culvert
144.9	Bridge No. 1449 deck plate Girder	90'	bridge
145.6	2' x 3' stone box culvert	35'	culvert

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145.8	4' x 5' stone box culvert	36'	culvert
146.17	2' x 4' stone box culvert	32'	culvert
146.4	4' x 5' stone box culvert	62'	culvert
146.65	8' x 9.5' 3A culvert	56'	culvert
146.9	2' x 3' stone box culvert	34'	culvert
147.1	3' x 3' stone box culvert	36'	culvert
147.2	2' x 3' Stone Box culvert	32'	culvert
147.3	4' Stone Arch	67'	culvert
147.4	2' x 3' stone box culvert	28'	culvert
147.6	4' x 6' stone box culvert	49'	culvert
147.7	1' x 1' wood box culvert	14'	culvert
147.95	5' x 7' stone box culvert	69'	culvert
148.1	wood box culvert		culvert
148.3	8' stone arch culvert	28'	culvert
148.78- 149.09	Eugene Tunnel (tunnel no. 3)		tunnel
149.4	Bridge 1494 B (On Siding)	29'	bridge
149.4	Bridge no. 1494 A, 8- 29' frame trestle, 1- 20', A-20' wood stringer	69'	bridge
149.5	10' x 5' WC		culvert
149.65	4' x 5' stone box culvert	88'	culvert
149.8	9' x 5' concrete arch culvert	119'	culvert
150.1	3' x 5.5' concrete arch culvert	121'	culvert
150.25	6' x 3.5' concrete arch culvert	78'	culvert
150.45	3' x 2' stone box culvert	69'	culvert
150.65	3' x 2.5' BC	64'	culvert
151.8	8' x 5' concrete arch culvert	32'	culvert
151.85	18" x 12" wood box culvert	16'	culvert
152.2	3' X 4' stone box culvert	71'	culvert
152.9	2' x 1' wood box culvert	9'	culvert
153.41	18" x 12" Wood Box culvert	20'	culvert
153.4	16" x 12" wood box culvert	12'	culvert
153.43	10' x 5' WC		culvert
153.5	2' x 1' Wood Box culvert	22'	culvert
153.65	10' x 5' WC		culvert
153.7	2' x 1' Wood Box culvert	20'	culvert
153.75	18" x 12" Wood Box culvert	34'	culvert
153.95	1' x 1' wood box culvert	16'	culvert
154.1	3' x 4' stone box culvert	45'	culvert
154.25	2' x 1' wood box culvert	10'	culvert
154.65	2- 18" x 12" wood box culvert	14'	culvert
154.7	6' x 7' stone arch culvert	75'	culvert
155.2	bridge, 1-40'	40'	bridge
155.35	4' x 4' oak monument		monument
155.63	4' x 4' oak monument		monument
155.85	6' x 3' concrete arch culvert	40'	culvert
155.95	2-1' x 1' wood box culvert	16'	culvert
155.96	4' x 4' monument		monument
156.15	8' concrete arch culvert	36'	culvert
156.25	Oak Monument		monument
156.3	1' x 1' wood box culvert	22'	culvert
156.31	1' x 1' wood box culvert	24'	culvert
156.33	1' x 1' wood box culvert	20'	culvert
156.49	Oak Monument		monument
156.75	4' x 3' concrete arch culvert	80'	culvert
156.8	1' x 1' wood box culvert	14'	culvert
156.9	4' x 4' Oak Monument		monument
157.29	4' x 4' Oak Monument		monument

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157.5	Oak Monument		monument
157.8	6" concrete arch culvert	66'	culvert
157.9	Oak Monument		monument
158.25	oak monument		monument
158.6	4' concrete arch culvert	54'	culvert
158.65	Oak Monument		monument
159.5	6' Concrete Arch	330'	culvert
159.8	4' Concrete Arch	366'	culvert
160.05	8' x 5' Concrete Arch culvert	125'	culvert
160.3	bridge no. 1604, overhead frame trestle	24' x 84'	bridge
160.75	5' x 8.5' concrete arch culvert	44'	culvert
161.3	1' x 1.5' wood box culvert , 24" (ds) vitreous clay pipe	16'	culvert
161.7	12' x 23' Wood Bridge	23'	bridge
161.9	4' x 6' concrete arch culvert	40'	culvert
162.2	5' x 3' concrete arch culvert	62'	culvert
163.45	7' x 4' concrete arch culvert	76'	culvert
163.7	1' x 1' wood box culvert	15'	culvert
163.8	1' x 1' wood box culvert	10'	culvert
164.2	7' x 4' concrete arch culvert	58'	culvert
164.55	2- 1' x 1' wood box culvert	15'	culvert
164.8	2- 1' x 1' wood box culvert, private crossing	16'	culvert
165.7	1' x 1' wood box culvert	16'	culvert
166.05	1'x1' Wood Box culvert	16'	culvert
166.1	1' x 2' wood box culvert	47'	culvert
166.65	concrete headwall		culvert
167.5	2- 1' x 1' wood box culvert, road crossing	16'	culvert
168.25	16'-1'x 1', 20'- 1' x 1.5' wood box culvert	36'	culvert
168.35	2(1' x 1.5' wood box culvert)	11'	culvert
168.5	1' x 1' wood box culvert, road crossing	17'	culvert
168.6	1' x 1' wood box culvert	10'	culvert
169.05	6" x 12" wood box culvert, road crossing	17'	culvert
169.8	3' x 3' stone box culvert	51'	culvert
170.7	3' x 3' stone box culvert	47'	culvert
170.85	3' x 3' stone box culvert	42'	culvert
171.05	1' x 1.5' wood box culvert, private crossing	17'	culvert
171.6	3' x 4' wood box culvert	20'	culvert
171.7	3' x 3' stone box culvert	54'	culvert
172.2	3' x 4' stone box culvert	44'	culvert
172.5	3' x 4' stone box culvert	50'	culvert
173.45	1' x 1' wood box culvert	16'	culvert
174.05	2- 1' x 1' wood box culvert	12'	culvert
174.45	1' x 1' wood box culvert, private crossing	12'	culvert
174.6	2(1' x 1' wood box culvert, private crossing)	17'	culvert
174.8	6' x 6.5' stone arch culvert	60'	culvert
175.1	1' x 1' wood box culvert, private crossing	12'	culvert
175.55	6' x 4' rubble arch	48'	culvert
175.85	1' x 1' wood box culvert, private crossing	17'	culvert
176.2	2- 1' x 1' wood box culvert, road crossing	18'	culvert
176.35	4' x 3' stone arch culvert	59'	culvert
176.7	4' x 3' concrete arch culvert	85'	culvert
177.3	18" cast iron pipe	24'	culvert
177.7	9' x 5' concrete arch culvert	40'	culvert
177.73	bridge no. 1779, @ Pan PT	30'	bridge
178.1	1' x 1' wood box culvert	12'	culvert
178.15	2' x 1' wood box culvert	22'	culvert
178.25	9' x 5' concrete arch culvert	35'	culvert

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178.5	10' x 5.5' concrete arch culvert	37'	culvert
179.05	1' x 1' wood box, private crossing	16'	culvert
179.1	3' x 3' concrete arch culvert	28'	culvert
179.15	2' x 1' wood box culvert	22'	culvert
179.4	12' x 7.5' concrete arch culvert	35'	culvert
179.7	14' x 8.5' concrete arch culvert	35'	culvert
180.35	4' x 3' concrete arch culvert	25'	culvert
180.9	4' x 6' concrete arch culvert	48'	culvert
181.1	9' x 5.5' concrete arch culvert	62'	culvert
181.25	4x6' Concrete Arch	31'	culvert
181.3	2- 2' x 3' wood box culvert, private crossing	16'	culvert
182.2	2- 1' x 1' wood box culvert, private crossing	16'	culvert
182.35	3' x 5' concrete arch culvert	28'	culvert
182.5	bridge no. 1825, 21'9" x 73' overhead frame trestle	73'	bridge
182.75	4x3' Stone Arch	25'	culvert
183.3	2- 1' x 1'; wood box culvert, farm crossing	12'	culvert
183.45	bridge no. 1885, 3-70' deck plate girder	300'	bridge
184.2	4' x 4' concrete arch culvert	43'	culvert
184.6	4' x 6' concrete arch culvert	86'	culvert
184.8	5' X 3.5' concrete arch culvert	70'	culvert
184.95	2- 1' x 1' wood box culvert	16'	culvert
185.2	4' x 6.5' concrete arch culvert	62'	culvert
185.7	2- 1' x 1' wood box culvert, road crossing	21'	culvert
185.85	3' x 2.5' concrete arch culvert	107'	culvert
185.9	10' x 5' WC		culvert
186.1	2- 12" x 15" wood box culvert, road crossing	15'	culvert
186.35	bridge no. 1863, 3-deck plate girder	60'	bridge
187.05	5' x 6' concrete arch culvert	71'	culvert
187.45	1' x 15" wood box culvert	17'	culvert
187.95	1' x 1.5' wood box culvert	16'	culvert
188.45	9' x 5.5' concrete arch culvert	99'	culvert
188.7	5' x 3.3' concrete arch culvert	135'	culvert
189.1	3' x 3' concrete arch culvert	126'	culvert
189.25	1' x 1.5' wood box culvert	12'	culvert
189.3	2- 1' x 1.5' wood box culvert, road crossing	15'	culvert
189.75	bridge no, 1898, 1-100' deck truss, 2-70' deck plate girder	170'	bridge
190.5	4' x 6' concrete arch culvert	38'	culvert
190.75	5x3.5' concrete arch	90'	culvert
191.05	7' x 4.5' concrete arch culvert	101'	culvert
191.3	3' x 25' concrete arch culvert	63'	culvert
191.5	2- 1' x 1.5' wood box culvert, farm crossing	15'	culvert
191.65	2- 1' x 1' wood box culvert, road crossing	14'	culvert
191.8	5' x 3' concrete arch culvert	40'	culvert
191.9	2- 1' x 1' wood box culvert, road crossing	31'	culvert
192.1	18" x 14" wood box culvert	28'	culvert
192.1	2- 1' x 1.5' wood box culvert	15'	culvert
192.2	4' x 3' concrete arch culvert	78'	culvert
192.4	18" x 12" wood box culvert	18'	culvert
192.6	18" x 12" wood box culvert	16'	culvert
192.85	2' x 2' concrete arch culvert	82'	culvert
193.2	18" x 14" wood box culvert	18'	culvert
193.25	18" x 14" wood box culvert	18'	culvert
193.4	2- 18" x 12" wood box culvert	11'	culvert
193.55	2' x 2' concrete arch culvert	40'	culvert
193.8	3' x 2.5' concrete arch culvert	78'	culvert
194.2	2' x 2' concrete arch culvert	105'	culvert

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approx. milepost	description	length	category
194.3	1' x 1' wood box culvert	20'	culvert
194.35	10' x 5' WC		culvert
194.45	10' x 5' WC		culvert
194.7	2' x 2' concrete arch culvert	52'	culvert
194.8	1' x 1' wood box culvert, highway crossing	18'	culvert
195.6	3' x 25' concrete arch culvert	74'	culvert
195.7	2' x 2' concrete arch culvert	65'	culvert
196.5	7' x 4.5' concrete arch culvert	40'	culvert
196.95	6' x 4' concrete arch culvert	56'	culvert
197.15	8' x 8'9" concrete arch culvert	55'	culvert
197.3	1' x 2' wood box culvert	13'	culvert
197.45	6' x 3' 9" concrete arch culvert	60'	culvert
197.6	9' x 5.5' concrete arch culvert	87'	culvert
198.4	bridge no. 1984, 1-40' deck plate girder, 1-50' thru plate girder, 1-40' deck plate girder	130'	bridge
198.75	5'x10' WC		culvert
199.2	4' x 6' concrete arch culvert	57'	culvert
199.4	4' x 6' concrete arch culvert	55'	culvert
199.6	3' x 3' concrete arch culvert	58'	culvert
200.1	3' x 3' concrete arch culvert	63'	culvert
200.55	4' x 6.5' concrete arch culvert	66'	culvert
200.85	3'x2.5' Concrete Arch	44'	culvert
201.6	4' x 3' concrete arch culvert	50'	culvert
202.05	4' x 6.5' concrete arch culvert	57'	culvert
202.3	3' x 2.5' concrete arch culvert	28'	culvert
202.7	5'x6.5' Concrete Arch	45'	culvert
202.9	2- 1' x 1' wood box culvert	11'	culvert
202.95	5' x 3' concrete arch culvert	45'	culvert
203.15	1' x 2' wood box culvert	14'	culvert
203.35	6'x4' Concrete Arch	34'	culvert
203.4	1' x 2' wood box culvert	21'	culvert
203.55	3' x 2.5' concrete arch culvert	33'	culvert
203.8	7' x 4.5' concrete arch culvert	37'	culvert
203.9	1' x 1' wood box culvert	24'	culvert
204.2	6' x 4' concrete arch culvert	33'	culvert
204.6	6' x 4' concrete arch culvert	48'	culvert
204.95	8'x5' Concrete Arch	49'	culvert
205.3	9'x5' Concrete Arch	77'	culvert
205.4	1' x 1.5' wood box culvert	20'	culvert
205.55	10' x 5' WC		culvert
205.7	6' x 4' concrete arch culvert	59'	culvert
206.1	11' x 7' concrete arch culvert	49'	culvert
206.45	2- 1' x 1' wood box culvert	11'	culvert
206.9	12' x 50' timber bridge	50'	bridge
207.2	bridge no. 2072, deck plate girder	70'	bridge
207.4	11' x 7' concrete arch culvert	60'	culvert
207.8	1' x 1' wood box culvert	13'	culvert
207.9	8' x 5' concrete arch culvert	32'	culvert
208.5	5'x6.5' Concrete Arch	44'	culvert
209.05	2' x 2' concrete arch culvert	25'	culvert
209.2	1' x 1' wood box culvert	14'	culvert
210.55	bridge no. 2105, deck plate girder	40'	bridge
210.9	10' x 5' WC		culvert
211.6	bridge no. 2116, deck plate girder		bridge
212.05	1' x 1' wood box culvert, private crossing	12'	culvert
212.3	12' x 7.5' concrete arch culvert	30'8"	culvert

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212.35	12' x 26' wood trestle, private crossing	26'	culvert
212.75	2- 1' x 1' wood box culvert private crossing	17'	culvert
212.95	12'x15' W. Tressle & 12' x 18" wood trestle Lt & Rt	12' & 18'	bridge
213.35	12' x 7.5' concrete arch culvert	71'	culvert
213.7	2- 1' x 1' wood box culvert, road crossing, two gates	16'	culvert
213.9	6' x 4' concrete arch culvert	43'	culvert
214.5	12' x 16' wood bridge	16'	bridge
214.5	1' x 1' wood box culvert	16'	culvert
214.8	4' x 6' concrete arch culvert	34'	culvert
215.4	bridge no 2154, 2-40', I-60' deck plate girder	140'	bridge
263.1	6' x 4' concrete arch culvert	129'	culvert
263.55	bridge no. 2635, 1- 60' deck plate girder, 2-30'	120'	bridge