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March 17, 2009

BY HAND DELIVERY

ENTERED
Office of Proceedings
MAR 17 2008
Part of
Public Record

The Honorable Anne K Quinlan, Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington DC 20423-0001

Re STB Docket No AB-308 (Sub-No 4X), *Central Michigan Railway Company – Abandonment Exemption – Line In Kent County, MI*

Dear Acting Secretary Quinlan

On March 12, 2009, Central Michigan Railway Company (“CMRY”) filed a verified Abandonment Notice of Exemption (“Abandonment Notice”) pursuant to the Board’s exemption procedures at 49 CFR Part 1152, Subpart F. The Abandonment Notice was verified by CMRY’s Chief Operating Officer, James P. Pitz, and the original notice filing included a facsimile of Mr. Pitz’s verification signature page. We have now received Mr. Pitz executed original verification, which is attached to supplement CMRY’s filing of March 12 in this proceeding.

Please acknowledge receipt and filing of this supplement by date stamping the enclosed copy of this letter and returning it to the courier to return to me. If there are any questions concerning this filing, please contact me by telephone at (202) 663-7823 or by email at wmullins@bakerandmiller.com

Sincerely,

William A Mullins

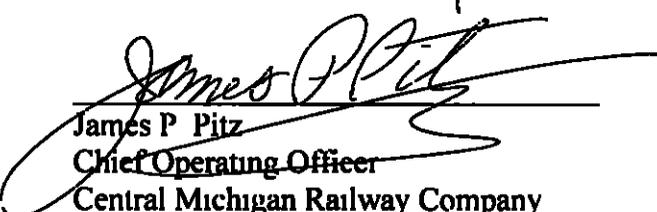
Enclosure
cc William F Bartlett

VERIFICATION

I, James P. Pitz, Chief Operating Officer of the Central Michigan Railway Company ("CMRY"), hereby verify and certify that no local traffic has moved over the following CMRY lines (all of which are located in Grand Rapids, Kent County, MI) for the past two years: (1) a line ("Segment A") extending from milepost 157.96 (at the switch connection with the east-west aligned tracks of the Mid-Michigan Railroad, Inc. ("MMR" – formerly, the Grand Rapids Eastern Railroad) near the intersection of Taylor Avenue and Quimby Street) through valuation map marker location marker 9+87.2 (the location of the south wye, or Press Track, switch adjacent to Monroe Avenue) and continuing southward to the end of the track at a point immediately north of Michigan Street/Bridge Street, (2) a line ("Segment B") extending from valuation map marker 3+00 (at a switch connection with a line of MMR immediately at the east end of the MMR bridge spanning the Grand River) to a connection with Segment A at valuation map marker 9+87.2 (at the south wye switch); and (3) a line ("Segment C") extending from valuation map marker location 0+00 (at a point of connection with the east-west aligned MMR line immediately to the east of the MMR line's bridge spanning the Grand River) due northward to valuation map marker location 11+15.0 (approximately 250 feet south of Ann Street). I also hereby verify and certify that there is no overhead traffic on above-described lines that has been, or would need to be, rerouted as a result of the proposed abandonment. I further verify and certify that no formal complaint filed by a user of rail service on the lines (or filed by a state or local government entity acting on behalf of such user) regarding cessation of service over the lines either is pending with this Board or any U.S. District Court or has been decided in favor of the complainant within the said two-year period. I also certify that I am duly authorized to make this verification.

Further, I hereby verify that the information contained in the foregoing abandonment notice of exemption is true and correct to the best of my information and belief

Dated March 12, 2009



James P. Pitz
Chief Operating Officer
Central Michigan Railway Company