

# CITY OF VIRGINIA

327 FIRST STREET SOUTH • VIRGINIA, MINNESOTA 55792-2623

OFFICE OF THE CITY DEPARTMENT DIRECTOR  
(218) 748-7500

EV 744

Case Control Unit  
STB Finance Docket No. 34424  
Surface Transportation Board  
1925 K Street NW  
Washington DC 20423-0001

Good Morning:

This letter is in response to the Environmental Appendix for STB Finance Docket No. 34424.

As only a small portion of railroad lines that are owned by the Duluth, Missabe, and Iron Range Railway Company lines lie within Virginia's City limits, there does not appear to be any environmental impact or disturbance to the City.

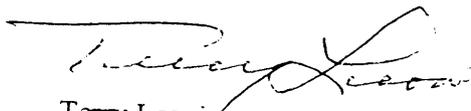
I feel I must comment though on the Duluth, Missabe, and Iron Range Railway (DM&IR) Company's decision to not negotiate in good faith with the City of Virginia on the purchase of the Sliver Spur that was abandoned by the DM&IR.

The City of Virginia and the DM&IR were in negotiations regarding this abandonment when all discussions with the Railway Company ceased. The City was told that the DM&IR sold this property to a private party, severing all negotiations with the City. Since that time, the Railroad has not returned any of my calls.

Enclosed please find an outstanding invoice that was sent to the DM&IR, in the amount of \$31,637.17, for road improvements done on the Sliver Spur and 9<sup>th</sup> Street North crossing in relation to the Sliver Spur abandonment. Additionally there are several other crossings in the City of Virginia that are in various stages of abandonment and repair. These crossings must be taken care of immediately upon improving weather conditions.

Please be aware that any abandon and improvements or maintenance of the railroad lines or railroad right-of-ways that abut, cross or lie on City owned property or City right-of-ways must be discussed with the City before the work takes place. If the City is not made aware of all plans, we will be forced to issue a stop work order to the contractor and owner.

Sincerely,



Terry Leoni  
City Department Director

TL/bns

**COST PARTICIPATION FOR ITEMS RECONSTRUCTED THRU 100 FOOT RAILROAD SEGMENT**  
RECONSTRUCTION OF Mn.T.H. 135  
S.A.P. 171-225-01 T.B.

2ND AVENUE WEST AND 9TH STREET NORTH  
VA96-7 : VIRGINIA TURNBACK

SPEC. NO.	ITEM	UNITS	THRU 100' RR SEGMENT		
			TOTAL QUANTITIES	ITEM COST	TOTAL AMOUNT
2104.501	REMOVE CURB AND GUTTER	m	55.0	\$1.95	\$107.25
2104.501	REMOVE SEWER PIPE	m	48.0	\$2.25	\$108.00
2104.503	REMOVE SIDEWALK	m2	34.0	\$2.50	\$85.00
2104.503	REMOVE PAVEMENT	m2	411.8	\$1.90	\$782.42
2104.509	REMOVE MANHOLE OR CATCH BASIN	each	3.0	\$1.40	\$4.20
2105.501	COMMON EXCAVATION	m3	220.0	\$3.77	\$829.40
2105.604	GEOTEXTILE FABRIC TYPE V	m2	464.0	\$3.00	\$1,392.00
2211.503	AGGREGATE BASE (CV) CLASS 3	m3	301.3	\$10.60	\$3,193.78
2211.503	AGGREGATE BASE (CV) CLASS 5	m3	43.0	\$10.60	\$455.80
2301.501	CONCRETE PAVEMENT	m2	411.8	\$8.41	\$3,463.24
2301.511	STRUCTURAL CONCRETE	m3	72.1	\$92.33	\$6,656.99
2301.528	REINFORCEMENT BARS (EPOXY COATED)	kg	330.0	\$1.46	\$481.80
2301.538	DOWEL BARS	each	282.0	\$2.99	\$843.18
2502.541	100 mm P.E. PERFORATED PIPE DRAIN	m	61.0	\$6.35	\$387.35
2503.541	300 mm R.C. PIPE SEWER	m	16.8	\$88.00	\$1,478.40
2503.541	450 mm R.C. PIPE SEWER	m	5.5	\$77.00	\$423.50
2503.541	525 mm R.C. PIPE SEWER	m	25.0	\$86.60	\$2,165.00
2506.501	CONST. DRAINAGE STRUCTURE DES. G	m	2.8	\$702.00	\$1,965.60
2506.501	CONST. DRAINAGE STRUCTURE DES. 1500 mm 4020	m	1.5	\$951.00	\$1,426.50
2506.516	CASTING ASSEMBLIES	each	3.0	\$304.00	\$912.00
2521.501	100 mm CONCRETE WALK	m2	104.9	\$24.75	\$2,596.28
2531.501	CONCRETE CURB & GUTTER DES. B618 MOD.	m	61.0	\$29.05	\$1,772.05
2564.603	100 mm BROKEN LINE WHITE - PAINT	m	61.0	\$0.16	\$9.76
2564.603	100 mm SOLID LINE YELLOW - PAINT	m	61.0	\$1.61	\$98.21

**TOTAL: \$31,637.71**

# HARKINS CUNNINGHAM LLP

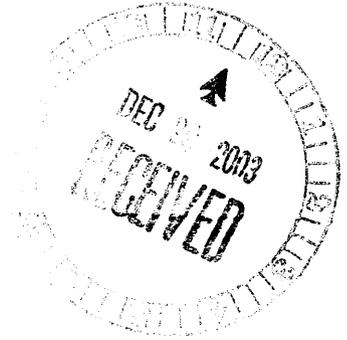
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December 15, 2003



## BY HAND

Ms. Victoria J. Rutson, Chief  
Section of Environmental Analysis  
Surface Transportation Board  
1925 K Street, N.W., Suite 500  
Washington, DC 20423-0001

**Re: Canadian National Railway *et al.* – Control – Duluth, Missabe and Iron Range Railway *et al.* (STB Finance Docket No. 34424)**

Dear Ms. Rutson:

Enclosed, in accordance with 49 C.F.R. § 1106.4(a) and Decision No. 2 in this proceeding, is the Safety Integration Plan (“SIP”) that Applicants Canadian National Railway Company and Grand Trunk Corporation (together, “CN”) are submitting simultaneously with the Federal Railroad Administration in connection with their application to the Board for approval of CN’s proposed acquisition of the Duluth, Missabe and Iron Range Railway Company, Bessemer and Lake Erie Railroad Company, and The Pittsburgh & Conneaut Dock Company (collectively, the “GLT Railroads”).

CN is serving copies of the SIP on all parties of record in this proceeding, as well as on all environmental and state and local government agencies to whom the Environmental Appendix was distributed on or after November 10, 2003. In addition, CN is having notices of the availability of the SIP published in newspapers in communities potentially affected by CN’s acquisition of the GLT Railroads, announcing the availability of the SIP and that the Board is accepting comments on that document through January 22, 2004.

Very truly yours,

*Paul A. Cunningham / jing*  
Paul A. Cunningham

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