

EI-2592  
CD



"Sims, John A"  
<John.Sims@bnsf.com>  
12/01/2006 12:16 PM

To <Christa.Dean@stb.dot.gov>  
cc "Sims, John A" <John.Sims@bnsf.com>  
bcc  
Subject FW: Abandonment between Georgetown - Perley, MN;  
AB6-433X

Christa,

See attached message. This is regarding Condition Nos. 2 and 3 in the STB  
decision served April 6, 2006.

Thanks,

John Sims, Paralegal

BNSF - Law Dept

2500 Lou Menk Dr, 3rd Fl

Fort Worth, TX 76131-2828

**From:** Zdon, Lawrence [mailto:Lawrence.Zdon@state.mn.us]  
**Sent:** Friday, December 01, 2006 11:11 AM  
**To:** Sims, John A  
**Cc:** Batie, Richard A  
**Subject:** RE: Abandonment between Georgetown - Perley, MN; AB6-433X

Thank you for the 11/28/06 phone conference call and the email summary below of the discussion items we covered. I would reply that the process of demolition, salvage and removal as described below should not conflict with any Minnesota Pollution Control Agency rules or requirements and appear to be an adequate plan from Minnesota Pollution Control Agency standpoint.

Thank You  
Lawrence S. Zdon  
Minnesota Pollution Control Agency  
Municipal Division  
Stormwater Section  
520 Lafayette Rd.  
St. Paul, Minnesota 55155

Phone (651) 297-8219  
Fax (651) 297-8683  
E-mail [lawrence.zdon@pca.state.mn.us](mailto:lawrence.zdon@pca.state.mn.us)

-----Original Message-----

**From:** Sims, John A [mailto:John.Sims@bnsf.com]  
**Sent:** Tuesday, November 28, 2006 3:53 PM  
**To:** Zdon, Lawrence  
**Cc:** Batie, Richard A; Sims, John A

**Subject:** Abandonment between Georgetown - Perley, MN; AB6-433X

Mr. Zdon,

Per our discussion today, this message will describe the salvage process.

The salvage process involves bidding out the track materials on the open market, selecting a qualified rail material salvager, negotiating a salvage contract with the winning bidder, having the salvage contractor remove the track materials along the line and then have BNSF's local roadmaster inspect the salvage job to make sure the work done complies with BNSF standards and is completed to BNSF's satisfaction.

The salvager starts the removal process with the unbolting of the track materials or rails. The rails are removed along with all the steel parts including angle bars, tie plates, spikes, switches and any other metal parts. Next the wooden ties are removed. The wooden ties are separated into three groups including (1) second hand quality ties which are in good condition and may be used again in rail service, (2) landscape quality ties which are sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped to EPA approved disposal sites.

Bridges and timber trestles are then dismantled and removed. The wooden bridge pilings are either pulled out, cut off at ground level, or broken off at below the mud line. Steel bridges are dismantled and removed. If there are concrete abutments and piers, they may be left intact. Following the salvage operations, any waterflows in the area should not be disrupted.

No fills or other material or debris are to be placed in water bodies by

BNSF salvage contractors.

The culverts and the right of way stays intact and is not disturbed. This allows waterflows along the line to be unaffected by the abandonment salvage activity.

Road crossings are then removed and remediated. Signalized crossings are dismantled

and removed. Road crossings are removed and then repaved with either gravel, asphalt or concrete.

If you have any questions, please give me a call.

Sincerely,  
John Sims, Paralegal  
BNSF - Law Dept  
2500 Lou Menk Dr, 3rd Fl  
Fort Worth, TX 76131-2828  
T - (817) 352-2376

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"Sims, John A"  
<John.Sims@bnsf.com>  
11/29/2006 11:59 AM

To <Christa.Dean@stb.dot.gov>  
cc "Sims, John A" <John.Sims@bnsf.com>  
bcc  
Subject FW: Abandonment between Georgetown - Perley, MN;  
AB6-433X

Christa,

See attached message. This is regarding Condition # 4 in the STB  
decision served April 6, 2006.

Thanks,

John Sims, Paralegal

BNSF - Law Dept

2500 Lou Menk Dr, 3rd Fl

Fort Worth, TX 76131-2828

**From:** Rolf, Roger [mailto:Roger.Rolf@state.mn.us]  
**Sent:** Wednesday, November 29, 2006 10:10 AM  
**To:** Sims, John A  
**Cc:** Batie, Richard A  
**Subject:** RE: Abandonment between Georgetown - Perley, MN; AB6-433X

Mr. Sims,

As we discussed during our phone conversation, the MPCA's concerns regarding the disposal of the railroad ties centers primarily on illegal disposal. MPCA staff encourage reusing or recycling as much as possible, so your plan is satisfactory in that regard. As long as the scrap ties are properly disposed of at EPA or MPCA approved facilities, our disposal concerns will also be adequately addressed. Please submit a final record documenting the total quantity of ties removed, and the ultimate disposal locations and quantities for each of the three groups, and submit that record to me at the following address:

Roger Rolf  
Minnesota Pollution Control Agency  
714 Lake Avenue  
Detroit Lakes, MN 56501

Thank you for your cooperation.

-----Original Message-----

**From:** Sims, John A [mailto:John.Sims@bnsf.com]  
**Sent:** Wednesday, November 29, 2006 9:42 AM  
**To:** Rolf, Roger  
**Cc:** Sims, John A; Batie, Richard A

**Subject: Abandonment between Georgetown - Perley, MN; AB6-433X**

Mr. Rolf,

Per our discussion today, this message will describe the salvage process.

The salvage process involves bidding out the track materials on the open market, selecting a qualified rail material salvager, negotiating a salvage contract with the winning bidder, having the salvage contractor remove the track materials along the line and then have BNSF's local roadmaster inspect the salvage job to make sure the work done complies with BNSF standards and is completed to BNSF's satisfaction.

The salvager starts the removal process with the unbolting of the track materials or rails. The rails are removed along with all the steel

parts including angle bars, tie plates, spikes, switches and any other metal parts.

Next the wooden ties are removed. The wooden ties are separated into three groups including (1) second hand quality ties which are in good condition and may be used again in rail service, (2) landscape quality ties which are sold to lumber dealers for landscaping and (3) scrap ties. Scrap ties are loaded into railcars and shipped to EPA approved disposal sites.

Bridges and timber trestles are then dismantled and removed. The wooden bridge

pillings are either pulled out, cut off at ground level, or broken off at below the mud line. Steel bridges are dismantled and removed. If there are concrete abutments and piers, they may be left intact.

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Road crossings are then removed and remediated. Signalized crossings are dismantled

and removed. Road crossings are removed and then repaved with either gravel, asphalt or concrete.

If you have any questions, please give me a call.

Sincerely,  
John Sims, Paralegal  
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2500 Lou Menk Dr, 3rd Fl  
Fort Worth, TX 76131-2828  
T - (817) 352-2376

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