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August 18, 1986

Mr. A. Dove, Senior Manager,
Industrial Development,
Canadian National Railway,
CN Tower,
Edmonton, Alberta T5J 0K2

Dear Mr. Dove:

Re: Transfer of Arsenic Trioxide From
Truck to Rail - Enterprise, NWT

Following our telephone conversation of August 5th, I was able to gather some information regarding a suitable location for the transfer facility.

Though the possibility of environmental damage occurring as a result of arsenic spillage is remote, we prefer to avoid controversy by locating quite far from any densely populated area. At the same time, road access and the availability of electrical service is important.

I have attached a marked up copy of an aerial photo that indicates what is, tentatively, our preferred location. Our interpretation of the aerial photo shows the site to be on fairly high, well drained ground near what appears to be a borrow pit. Road access seems to be straight forward and it is sufficiently remote from the highway and the community to avoid attracting undue attention.

We think that a lot approximately 200 m x 100 m will be adequate for our purpose, which requires that a tractor-trailer and railcar sit side by side while the transfer is taking place, either from truck to rail or vice versa. The facility will include a pneumatic handling system in a loading building through which the railway siding must pass. There should be space on the siding for one additional railcar.

...2

Mr. A. Dove,
Page Two,
August 18, 1986

Please evaluate the data contained herein and provide us with a cost estimate of having a siding built to suit our needs. We are prepared to consider other locations if necessary. Thank you.

Yours truly,

GIANT YELLOWKNIFE MINES LIMITED

A handwritten signature in dark ink, appearing to be 'K. Morton', is written over the company name.

K. Morton
Technical Project
Supervisor

KM:kis

Enclosure

cc: K. Blower

TRANSIT



72-13

1.6" = 1 Km.

