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June 9, 2022

By E-Mail

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423

Re: *Canadian Pacific Railway Company, et al.—Control—Kansas City Southern, et al.*, FD No. 36500,

Illinois Central Railroad Company – Divestiture of KCS Line Between Kansas City, Mo. and Springfield / East St. Louis, Ill., FD 36500 (Sub-No. 1)

Dear Ms. Gosselin,

On behalf of the Illinois Central Railroad Company (CN), we are submitting updated environmental information for your consideration in evaluating the alternative action set forth in CN's responsive application. As part of this submission, we are including our former submission that is included as Exhibit 4A in CN's revised responsive application filed today in FD 36500 (Sub-Nos. 1-4), as well as the new information that we included as Exhibit 4B.

Exhibit 4B contains updated data regarding merger-related increases in train counts and gross ton mileage associated with the above-referenced dockets. The format and baseline data of this information follows the direction provided by you and the Surface Transportation Board (STB) in *Decision No. 17*.¹ As requested, CN formatted this data to be consistent with Canadian Pacific Railway Company, et al.'s (CP-KCS) master segment table, and CN's calculations, where applicable, rely upon the data provided in CP-KCS's Amended Master Segment Table, included as Appendix T to CP-KCS's Amended Operating Plan (May 13, 2022), as amended by the errata filed on May 20, 2022.

As previously expressed in various filings and verified statements submitted to the Board as well as the verified statements from Jeffrey Makhholm and Carl Van Dyke filed on June 9, 2022, with CN's Comments on Applicants' Amended Operating Plan, we continue to doubt the accuracy

¹ STB Finance Docket No. 36500, Decision No. 17, at 5 (STB served April, 27, 2022).

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of train counts and traffic density numbers used in CP-KCS's Amended Operating Plan as, among other things, they do not reflect actual baseline traffic from 2019.

We note that the data in CP-KCS's Amended Operating Plan differ significantly from those that CP-KCS previously submitted to OEA and that continue to be reflected on the www.cp-kcsmergereis.com website. We believed the STB had expected that CP-KCS's Amended Operating Plan would be based on the master segment table submitted to OEA on October 28, 2021, but as reflected below for line segments on the Springfield Line, that was not the case:

Subdivision	Segment	Actual 2019 Gross Tons per Mile Original Application Exhibit 14 ²	Modeled 2019 Gross Tons Per Mile March 21 Exhibit 14 and October 28 OEA numbers ³	Modeled 2019 Gross Tons Per Mile May 13 Exhibit 14 and Appendix T ⁴
Mexico	Kansas City, MO – Slater, MO	10,376	5,833	6,166
Mexico	Slater, MO – Mexico, MO	8,809	3,714	4,281
Roodhouse	Mexico, MO – Roodhouse	6,655	3,390	4,019
Springfield	Roodhouse, MO – Murrayville, IL	3,090	25	998
Springfield	Murrayville, IL – Springfield, IL	43	25	168

Additionally, Exhibit 4B also contains a revised map depicting the change in train counts along the Springfield line. The numbers utilized for this map are those from CN's revised calculations in the Amended Master Segment Table in Exhibit 4B.

CN notes that CP-KCS's Amended Master Segment Table confuses the location of Springfield, IL at the east end of KCS's Springfield Line. *See* Appendix T, Segment Numbers 123-124. That table indicates that Springfield lies between Cockrell to the east and Murrayville to the west, but in reality Springfield is east of Cockrell, which is the end of KCS's track

² *See* CP-26/KCS-14, Railroad Control Application, Vol. 2 at 497-499, Exhibit 14.

³ *See* Applicants' Response to OEA Information Request No. 1, October 28, 2021, Master Segment Table. These numbers were subsequently submitted to the Board in CP-KCS's revised Exhibit 14 filed on March 21, 2022. *See* CP-43/KCS-30, Applicants' Response to Decision No. 16 at Appendix A, "KCS Operating Plan Base (2019)."

⁴ *See* CP-47/KCS-34, Applicants' Amended Operating Plan at Exhibit 14 pp. 51-52, "KCS Operating Plan Base (2019)" and Appendix T, pp. 7, 11, "Amended Master Segment Table."

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ownership. Per the direction from the STB, we have followed the same format in CN's Exhibit 4B, including this error from CP-KCS's Amended Master Segment Table.

In addition to the materials contained in Exhibit 4B, CN also notes that all of the proposed capital improvements in CN's Responsive Application will be conducted within the existing rights of way (e.g., siding improvements) and/or existing facility footprint (e.g. rail yard improvements).

Please let us know if you have any additional questions.

Sincerely,

/s/ Peter Whitfield

Peter Whitfield

Enclosure(s)

CC:

Kathryn Gainey, CN

EXHIBIT H.1

Updated Data

Segment												Trains Per Day						Tonnage - Million Gross Tons per Mile per Year (mGTs)								
Segment Number	Code	Subdivision	Segment Name	Segment Begin MP	Segment Begin Station	Segment End MP	Segment End Station	Segment Length (Miles)	CN Considered Begin Station	CN Considered End Station	CN Considered Distance	Base	KCS Organic Growth	2027 No Merger	CP-KCS Merger Related Growth	CN Merger Related Growth	2027 With All Growth Sources	Base	KCS Organic Growth	2027 No Merger	CP-KCS Merger Related Growth	CN Merger Related Growth	CN Organic Growth	CP-KCS + CN Merger Related Growth	CP-KCS + CN Merger Related Growth Percentage	CP-KCS + CN 2027 With Merger
118	K-PITT-01	PITTSBURG	KANSAS CITY,MO - PITTSBURG,KS	3.7	KANSAS CITY	128.2	PITTSBURG	124.5	IFG	Airline Jct, MO	23.2	15.14	2.43	17.57	12.83	0.57	30.97	36.81	6.67	43.48	29.14	3.39	0.13	32.53	75%	76.14
119	K-MEXI-01	MEXICO	KANSAS CITY,MO - SLATER,MO	393.6	KANSAS CITY (should be SLATER, MO)	490.8	KANSAS CITY	97.2	Airline Jct, MO	Slater, MO	98.6	2.74	0.27	3.01	0.00	1.71	4.72	6.17	1.26	7.42	0.80	4.12	0.16	4.92	66%	12.51
120	K-MEXI-02	MEXICO	SLATER,MO - MEXICO,MO	325.7	MEXICO	393.6	SLATER	67.9	Slater, MO	Mexico, MO	67.9	1.85	0.10	1.95	0.00	2.00	3.95	4.28	0.85	5.13	0.56	4.10	0.15	4.66	91%	9.94
121	K-ROOD-01	ROODHOUSE	MEXICO,MO - ROODHOUSE,IL	237.3	ROODHOUSE	325.7	MEXICO	88.4	Mexico, MO	Roodhouse, IL	88.4	2.12	0.10	2.22	0.00	3.43	5.65	4.02	0.79	4.81	0.52	4.88	0.18	5.40	112%	10.39
126	K-GODF-01	GODFREY	ROODHOUSE,IL - GODFREY,IL	28.1	GODFREY	68.2	ROODHOUSE	40.1	Roodhouse, IL	Godfrey, IL	40.1	1.57	0.03	1.60	0.00	2.29	3.89	1.05	0.21	1.26	0.18	2.37	0.09	2.55	202%	3.90
127	K-ESLT-01	EAST ST LOUIS TERMINAL	GODFREY,IL - EAST ST LOUIS,IL	252.1	GODFREY	285.0	EAST ST LOUIS	32.9	Godfrey, IL	East St. Louis, IL	32.9	3.71	0.03	3.74	0.00	2.57	6.31	6.84	1.37	8.21	1.18	2.51	0.09	3.69	45%	12.00
122	K-SPRI-01	SPRINGFIELD	ROODHOUSE,IL - MURRAYVILLE,IL	221.7	MURRAYVILLE	237.3	ROODHOUSE	15.6	Roodhouse, IL	Murrayville, IL	15.6	0.78	0.08	0.86	0.00	2.28	3.14	1.00	0.20	1.20	0.00	4.45	0.17	4.45	371%	5.82
125	K-JACK-01	JACKSONVILLE	MURRAYVILLE,IL - JACKSONVILLE,IL	216.3	JACKSONVILLE	226.7	MURRAYVILLE	10.4	Murrayville, IL	Jacksonville, IL	10.4	0.73	0.10	0.83	0.00	0.29	1.12	1.33	0.25	1.58	0.00	0.00	0.00	0.00	0%	1.58
123	K-SPRI-02	SPRINGFIELD	MURRAYVILLE,IL - SPRINGFIELD,IL	203.7	SPRINGFIELD	221.7	MURRAYVILLE	18.0	Murrayville, IL	Springfield, IL	18.0	0.56	0.03	0.59	0.00	2.00	2.59	0.17	0.04	0.21	0.00	4.45	0.17	4.45	2120%	4.83
124	K-SPRI-03	SPRINGFIELD	SPRINGFIELD (Other)	193.4	COCKRELL	203.7	SPRINGFIELD	10.3	Cockrell, IL	Springfield, IL	10.3	0.14	0.00	0.14	0.00		0.14	0.01	0.00	0.01	0.00		0.00	0.00	0%	0.01
128	K-ESLT-02	EAST ST LOUIS TERMINAL	EAST ST LOUIS TERMINAL (Other)	285.0	EAST ST LOUIS	288.4	ST LOUIS	3.4	East St. Louis, IL	St. Louis, MO	3.4	1.00	0.00	1.00	0.00		1.00	1.84	-0.06	1.79	0.00		0.00	0.00	0%	1.78

Section	Column	Source
TPD	Base	Appendix T
TPD	KCS Organic Growth	Appendix T
TPD	2027 No Merger	Appendix T
TPD	CP-KCS Merger Related Growth	Appendix T
TPD	CN Merger Related Growth	MultiRail operating plan for Springfield line. This does not have any organic growth
TPD	2027 With All Growth Sources	Base + KCS Organic Growth + CP-KCS Merger Related Growth + CN Merger Related Growth
Tonnage	Base	Appendix T
Tonnage	KCS Organic Growth	Appendix T
Tonnage	2027 No Merger	Appendix T
Tonnage	CP-KCS Merger Related Growth	Appendix T
Tonnage	CN Merger Related Growth	MultiRail operating plan for Springfield line. This does not have any organic growth
Tonnage	CN Organic Growth	A factor of 3.77% times CN Merger Related Growth, as found in standbook: 20220222 Tonnage and Trains Per Day for OEA Submission vCopyPasteValue.xlsx
Tonnage	CP-KCS + CN Merger Related Growth	CP-KCS Merger Related Growth + CN Merger Related Growth
Tonnage	Merger Related Growth Percentage	(CP-KCS + CN Merger Related Growth)/(2027 No Merger)
Tonnage	2027 With Merger	Base + KCS Organic Growth + CP-KCS + CN Merger Related Growth + CN Organic Growth

Springfield Line Yard Activity

Yard Location							Yard Location	Cars Processed Per Day								Previously Submitted		
Yard Name	FSAC	SCAC	State	State	Latitude	Longitude	Yard Name	Base	KCS Organic Growth	2027 No Merger	CP-KCS Merger Related Growth	CN Merger Related Growth	CN Organic Growth	CP-KCS + CN Merger Related Growth	Merger Related Growth Percentage	2027 With Merger	Base, no block swaps	Year 3, no block swaps
INTL FREIGHT GATE	00027	KCS	MO	MISSOURI	38.841	-94.5776	INTL FREIGHT GATE	98	26	124	19	105	4	125	101%	253	103	323
KANSAS CITY	04690	CPRS	MO	MISSOURI	39.1072	-94.5919	KANSAS CITY	2029	536	2565	-67	7	0	-60	-2%	2505	247	254
SLATER	53930	KCS	MO	MISSOURI	39.2228	-93.0647	SLATER	54	14	68	0	-16	-1	-16	-23%	51	32	17
MEXICO	53260	KCS	MO	MISSOURI	39.1717	-91.8914	MEXICO	8	2	10	0	0	0	0	0%	10	9	9
ROODHOUSE	12370	KCS	IL	ILLINOIS	39.4846	-90.3734	ROODHOUSE	13	4	17	1	15	1	16	95%	34	11	26
WOOD RIVER	22650	KCS	IL	ILLINOIS	38.8583	-90.1031	WOOD RIVER	1	0	1	0	0	0	0	25%	1		
MADISON	22760	KCS	IL	ILLINOIS	38.6569	-90.157	MADISON	1	0	1	0	0	0	0	0%	1	53	53
EAST ST LOUIS	22810	KCS	IL	ILLINOIS	38.632	-90.1668	EAST ST LOUIS	124	33	157	0	67	3	68	43%	227	161	255
DETINTTER_MI	55604	CN	MI	MICHIGAN	42.4644	-83.1272	DETINTTER_MI	93	0	93	0	30	1	30	32%	124	232	307

Segment												Trains Per Day							Tonnage - Gross Tons per Mile per Year (GTs)										Previous Submission				Previous Submission			
Segment Number	Code	Subdivision	Segment Name	Segment Begin MP	Segment Begin Station	Segment End MP	Segment End Station	Segment Length (Miles)	CN Considered Begin Station	CN Considered End Station	CN Considered Distance	Base	KCS Organic Growth	2027 No Merger	CP-KCS Merger Related Growth	CN Merger Related Growth	2027 With All Growth Sources	Passenger Trains Per Day	Passenger Train(s)	Base	KCS Organic Growth	2027 No Merger	CP-KCS Merger Related Growth	CN Merger Related Growth	CN Organic Growth	CP-KCS + CN Merger Related Growth	Merger Related Percentage	2027 With Merger	Original Base Tons (Exhibit 14, Part A)	Organic Growth Tonnage (CP-KCS and CN combined)	All Merger Related Growth (CP-KCS, CN)	2027 With All Growth Sources	Pre-Transaction Trains Per Day	Post-Transaction Trains Per Day	Change in Trains Per Day	
703-10		STLOUIS			DUQUOIN_IL		PINCKNEYV_IL	8.9	DUQUOIN_IL	PINCKNEYV_IL	8.9	5.1	-	5.1	-	-	5.1	-	-	6,934,758	-	6,934,758	-	1,403,894	314,036	1,403,894	20%	8,652,688	6,934,758	314,036	1,403,894	8,652,688	5.1	5.1	-	
703-20		STLOUIS			PINCKNEYV_IL		COULTERVIL_IL	14.6	PINCKNEYV_IL	COULTERVIL_IL	14.6	5.1	-	5.1	-	-	5.1	-	-	6,871,881	-	6,871,881	-	1,404,051	311,674	1,404,051	20%	8,587,606	6,871,881	311,674	1,404,051	8,587,606	5.1	5.1	-	
703-30		STLOUIS			COULTERVIL_IL		LENZBURG_IL	19.6	COULTERVIL_IL	LENZBURG_IL	19.6	3.1	-	3.1	-	-	3.1	-	-	6,687,491	-	6,687,491	-	1,404,982	304,765	1,404,982	21%	8,397,238	6,687,491	304,765	1,404,982	8,397,238	3.1	3.1	-	
703-35		STLOUIS			LENZBURG_IL		FREEBURG_IL	11.4	LENZBURG_IL	FREEBURG_IL	11.4	1.7	-	1.7	-	-	1.7	-	-	1,598,083	-	1,598,083	-	1,409,734	113,275	1,409,734	88%	3,121,092	1,598,083	113,275	1,409,734	3,121,092	1.7	1.7	-	
703-40		STLOUIS			FREEBURG_IL		WILDERMAN_IL	4.2	FREEBURG_IL	WILDERMAN_IL	4.2	1.7	-	1.7	-	-	1.7	-	-	1,595,164	-	1,595,164	-	1,409,734	113,165	1,409,734	88%	3,118,063	1,595,164	113,165	1,409,734	3,118,063	1.7	1.7	-	
703-50		STLOUIS			WILDERMAN_IL		ESTLOUIS_IL	11.4	WILDERMAN_IL	ESTLOUIS_IL	11.4	1.7	-	1.7	-	-	1.7	-	-	1,581,818	-	1,581,818	-	1,409,734	112,663	1,409,734	89%	3,104,215	1,581,818	112,663	1,409,734	3,104,215	1.7	1.7	-	
618-10		GILMAN			GILMAN_IL		GIB CITY_IL	29.05	GILMAN_IL	GIB CITY_IL	29.05	2.3	-	2.3	-	2.0	4.3	-	-	1,690,088	-	1,690,088	-	4,441,686	230,924	4,441,686	263%	6,362,698	1,690,088	230,924	4,441,686	6,362,698	2.3	4.3	2.0	
618-15		GILMAN			GIB CITY_IL		CLINTON_IL	38.6	GIB CITY_IL	CLINTON_IL	38.6	2.0	-	2.0	-	2.0	4.0	-	-	878,508	-	878,508	-	4,441,320	200,346	4,441,320	506%	5,520,174	878,508	200,346	4,441,320	5,520,174	2.0	4.0	2.0	
618-20		GILMAN			CLINTON_IL		MT PULASKI_IL	21.7	CLINTON_IL	MT PULASKI_IL	21.7	2.0	-	2.0	-	2.0	4.0	-	-	885,332	-	885,332	-	4,423,122	199,918	4,423,122	500%	5,508,372	885,332	199,918	4,423,122	5,508,372	2.0	4.0	2.0	
618-30		GILMAN			MT PULASKI_IL		BRU CT_IL	25	MT PULASKI_IL	BRU CT_IL	25	0.3	-	0.3	-	2.0	2.3	-	-	259,860	-	259,860	-	4,433,372	176,749	4,433,372	1706%	4,869,981	259,860	176,749	4,433,372	4,869,981	0.3	2.3	2.0	
711-60		MEMPHIS			MEMPHIS_TN		WJCT_TN	1	MEMPHIS_TN	WJCT_TN	1	21.4	-	21.4	-	2.0	23.4	2.0	City of New Ork	55,507,944	-	55,507,944	-	864,443	2,123,001	864,443	2%	58,495,388	55,507,944	2,123,001	864,443	58,495,388	23.4	25.4	2.0	
711-70		MEMPHIS			WJCT_TN		MEMINTTFE	3.44	WJCT_TN	MEMINTTFE	3.44	6.6	-	6.6	-	2.0	8.6	-	City of New Ork	8,547,200	-	8,547,200	-	775,309	351,089	775,309	9%	9,673,598	8,547,200	351,089	775,309	9,673,598	7.0	9.0	2.0	
612-30		CHICAGO			HOMewood_IL		STUENKEL_IL	7.8	HOMewood_IL	STUENKEL_IL	7.8	25.6	-	25.6	-	2.0	27.6	6.0	City of New Ork	49,788,490	-	49,788,490	-	5,635,575	2,087,287	5,635,575	11%	57,511,352	49,788,490	2,087,287	5,635,575	57,511,352	29.6	31.6	2.0	
612-40		CHICAGO			STUENKEL_IL		GILMAN_IL	49.55	STUENKEL_IL	GILMAN_IL	49.55	23.1	-	23.1	-	2.0	25.1	6.0	City of New Ork	46,623,737	-	46,623,737	-	4,575,027	1,928,161	4,575,027	10%	53,126,925	46,623,737	1,928,161	4,575,027	53,126,925	27.1	29.1	2.0	
360-1010		ELSDON			HARVEY_IL		CHIINTTER_IL	1.72	HARVEY_IL	CHIINTTER_IL	1.72	11.1	-	11.1	-	2.0	13.1	-	-	14,931,994	-	14,931,994	-	4,765,075	741,798	4,765,075	32%	20,438,867	14,931,994	741,798	4,765,075	20,438,867	11.1	13.1	2.0	
612-25		CHICAGO			KENSINGTO_IL		HOMewood_IL	10.33	KENSINGTO_IL	HOMewood_IL	10.33	18.0	-	18.0	-	0.8	18.8	6.0	City of New Ork	28,764,384	-	28,764,384	-	2,069,705	1,161,221	2,069,705	7%	31,995,310	28,764,384	1,161,221	2,069,705	31,995,310	22.0	22.8	0.8	
305-50		STRATHROY			SARNIA_ON		PTHURON_IL	0.2	SARNIA_ON	PTHURON_IL	0.2	14.7	-	14.7	-	-	14.7	-	-	23,185,028	-	23,185,028	-	862,495	905,637	862,495	4%	24,953,160	23,185,028	905,637	862,495	24,953,160	14.7	14.7	-	
358-10		FLINT			BATCREEK_MI		OLIVET_MI	21.1	BATCREEK_MI	OLIVET_MI	21.1	18.3	-	18.3	-	-	18.3	2.0	Bluewater	23,151,686	-	23,151,686	-	3,021,939	985,707	3,021,939	13%	27,159,332	23,151,686	985,707	3,021,939	27,159,332	26.3	26.3	-	
358-20		FLINT			OLIVET_MI		POTTERVIL_IL	8.8	OLIVET_MI	POTTERVIL_IL	8.8	19.1	-	19.1	-	-	19.1	2.0	Bluewater	46,308,714	-	46,308,714	-	3,021,939	1,857,807	3,021,939	7%	51,188,460	46,308,714	1,857,807	3,021,939	51,188,460	27.1	27.1	-	
358-25		FLINT			POTTERVIL_MI		LANSING_M	8.1	POTTERVIL_MI	LANSING_M	8.1	20.0	-	20.0	-	-	20.0	2.0	Bluewater	23,154,716	-	23,154,716	-	3,021,939	985,821	3,021,939	13%	27,162,476	23,154,716	985,821	3,021,939	27,162,476	28.0	28.0	-	
358-30		FLINT			LANSING_MI		MORRICE_M	25.4	LANSING_MI	MORRICE_M	25.4	19.9	-	19.9	-	-	19.9	2.0	Bluewater	22,367,683	-	22,367,683	-	3,022,304	956,195	3,022,304	14%	26,346,182	22,367,683	956,195	3,022,304	26,346,182	27.9	27.9	-	
358-35		FLINT			MORRICE_MI		DURAND_M	11.1	MORRICE_MI	DURAND_M	11.1	18.2	-	18.2	-	-																				

Other Line Final

701-70	CENTRALIA	CARBONDAL_IL	COBDEN_IL	15.3	CARBONDAL	COBDEN_IL	15.3	10.7	-	10.7	-	-	10.7	2.0	City of New Ork	20,079,784	-	20,079,784	-	949,730	791,978	949,730	5%	21,821,492	20,079,784	791,978	949,730	21,821,492	12.7	12.7	-
701-80	CENTRALIA	COBDEN_IL	COBDEN_IL	28.9	COBDEN_IL	COBDEN_IL	28.9	10.7	-	10.7	-	-	10.7	2.0	City of New Ork	20,079,034	-	20,079,034	-	949,730	791,950	949,730	5%	21,820,714	20,079,034	791,950	949,730	21,820,714	12.7	12.7	-
701-85	CENTRALIA	MOUNDS_IL	PULASKI_IL	4	MOUNDS_IL	PULASKI_IL	4	10.7	-	10.7	-	-	10.7	2.0	City of New Ork	10,039,359	-	10,039,359	-	949,730	413,852	949,730	9%	11,402,941	10,039,359	413,852	949,730	11,402,941	12.7	12.7	-
701-90	CENTRALIA	MOUNDS_IL	CAIRO_IL	5.1	MOUNDS_IL	CAIRO_IL	5.1	12.3	-	12.3	-	-	12.3	2.0	City of New Ork	10,071,036	-	10,071,036	-	951,190	415,100	951,190	9%	11,437,326	10,071,036	415,100	951,190	11,437,326	14.3	14.3	-
708-10	CAIRO	WICKLIFFE_I	WICKLIFFE_I	8.36	CAIRO_IL	WICKLIFFE_I	8.36	12.3	-	12.3	-	-	12.3	2.0	City of New Ork	9,045,008	-	9,045,008	-	948,635	376,364	948,635	10%	10,370,007	9,045,008	376,364	948,635	10,370,007	14.3	14.3	-
708-20	CAIRO	WICKLIFFE_KY	BUDA_KY	33.04	WICKLIFFE_I	BUDA_KY	33.04	12.1	-	12.1	-	-	12.1	2.0	City of New Ork	17,831,421	-	17,831,421	-	949,311	707,288	949,311	5%	19,488,020	17,831,421	707,288	949,311	19,488,020	14.1	14.1	-
708-30	CAIRO	BUDA_KY	FULTON_KY	2.7	BUDA_KY	FULTON_KY	2.7	12.3	-	12.3	-	-	12.3	2.0	City of New Ork	8,926,759	-	8,926,759	-	949,365	371,938	949,365	11%	10,248,062	8,926,759	371,938	949,365	10,248,062	14.3	14.3	-
710-20	FULTON	RIVES_TN	RIVES_TN	1.5	FULTON_KY	RIVES_TN	1.5	19.3	-	19.3	-	-	19.3	2.0	City of New Ork	52,274,028	-	52,274,028	-	963,235	2,004,932	963,235	2%	55,242,195	52,274,028	2,004,932	963,235	55,242,195	21.3	21.3	-
710-30	FULTON	RIVES_TN	NEWBERN_I	21.7	RIVES_TN	NEWBERN_I	21.7	19.3	-	19.3	-	-	19.3	2.0	City of New Ork	52,205,556	-	52,205,556	-	962,870	2,002,339	962,870	2%	55,170,765	52,205,556	2,002,339	962,870	55,170,765	21.3	21.3	-
710-40	FULTON	NEWBERN_TN	CURVE_TN	24.5	NEWBERN_TN	CURVE_TN	24.5	18.8	-	18.8	-	-	18.8	2.0	City of New Ork	51,809,258	-	51,809,258	-	962,870	1,987,414	962,870	2%	54,759,542	51,809,258	1,987,414	962,870	54,759,542	20.8	20.8	-
710-50	FULTON	CURVE_TN	MILLINGTO	43.9	CURVE_TN	MILLINGTO	43.9	18.2	-	18.2	-	-	18.2	2.0	City of New Ork	51,489,857	-	51,489,857	-	962,870	1,975,386	962,870	2%	54,428,113	51,489,857	1,975,386	962,870	54,428,113	20.2	20.2	-
710-60	FULTON	MILLINGTO_TN	WOODSTOC	6.53	MILLINGTO_TN	WOODSTOC	6.53	17.9	-	17.9	-	-	17.9	2.0	City of New Ork	25,706,415	-	25,706,415	-	962,870	1,004,373	962,870	4%	27,673,658	25,706,415	1,004,373	962,870	27,673,658	19.9	19.9	-
710-65	FULTON	WOODSTOCK_TN	MEMPHIS_T	20.4	WOODSTOC	MEMPHIS_T	20.4	20.1	-	20.1	-	-	20.1	2.0	City of New Ork	55,481,959	-	55,481,959	-	964,190	2,125,779	964,190	2%	58,571,928	55,481,959	2,125,779	964,190	58,571,928	22.1	22.1	-
711-80	MEMPHIS	MEMINTTER_TN	LAKEVIEW_I	6.36	MEMINTTER	LAKEVIEW_I	6.36	2.6	-	2.6	-	-	2.6	-	City of New Ork	6,173,648	-	6,173,648	-	620,685	255,877	620,685	10%	7,050,210	6,173,648	255,877	620,685	7,050,210	3.3	3.3	-
713-50	GRENADA	CANTON_MS	JACKSON_M	25.7	CANTON_M	JACKSON_M	25.7	2.0	-	2.0	-	-	2.0	-	-	2,426,612	-	2,426,612	-	21,170	92,184	21,170	1%	2,539,966	2,426,612	92,184	21,170	2,539,966	2.0	2.0	-
714-10	YAZOO	JACKSON_MS	YAZCITY_MS	44.4	JACKSON_M	YAZCITY_MS	44.4	16.9	-	16.9	-	-	16.9	2.0	City of New Ork	49,011,029	-	49,011,029	-	703,895	1,872,279	703,895	1%	51,587,203	49,011,029	1,872,279	703,895	51,587,203	18.9	18.9	-
714-20	YAZOO	YAZCITY_MS	SWALAKE_N	80.9	YAZCITY_MS	SWALAKE_N	80.9	17.9	-	17.9	-	-	17.9	2.0	City of New Ork	51,139,224	-	51,139,224	-	705,370	1,952,483	705,370	1%	53,797,077	51,139,224	1,952,483	705,370	53,797,077	19.9	19.9	-
714-40	YAZOO	SWALAKE_MS	MARKS_MS	26.3	SWALAKE_N	MARKS_MS	26.3	18.4	-	18.4	-	-	18.4	2.0	City of New Ork	51,652,524	-	51,652,524	-	708,064	1,971,916	708,064	1%	54,332,504	51,652,524	1,971,916	708,064	54,332,504	20.4	20.4	-
714-50	YAZOO	MARKS_MS	BANKS_MS	41.6	MARKS_MS	BANKS_MS	41.6	17.4	-	17.4	-	-	17.4	2.0	City of New Ork	51,602,187	-	51,602,187	-	707,326	1,969,992	707,326	1%	54,279,505	51,602,187	1,969,992	707,326	54,279,505	19.4	19.4	-
714-100	YAZOO	BANKS_MS	LAKEVIEW_I	12.76	BANKS_MS	LAKEVIEW_I	12.76	17.1	-	17.1	-	-	17.1	2.0	City of New Ork	51,502,525	-	51,502,525	-	706,450	1,966,206	706,450	1%	54,175,181	51,502,525	1,966,206	706,450	54,175,181	19.1	19.1	-
714-200	YAZOO	LAKEVIEW_MS	WICT_TN	21.2	LAKEVIEW_I	WICT_TN	21.2	14.2	-	14.2	-	-	14.2	2.0	City of New Ork	19,652,809	-	19,652,809	-	81,518	743,201	81,518	0%	20,477,528	19,652,809	743,201	81,518	20,477,528	15.2	15.2	-
715-5	MCCOMB	JACKSON_MS	ELTON_MS	8.8	JACKSON_M	ELTON_MS	8.8	15.1	-	15.1	-	-	15.1	2.0	City of New Ork	16,886,663	-	16,886,663	-	443,475	652,658	443,475	3%	17,982,796	16,886,663	652,658	443,475	17,982,796	17.1	17.1	-
715-10	MCCOMB	ELTON_MS	CRYSRINGG	17.4	ELTON_MS	CRYSRINGG	17.4	13.3	-	13.3	-	-	13.3	2.0	City of New Ork	33,201,704	-	33,201,704	-	443,475	1,267,088	443,475	1%	34,912,267	33,201,704	1,267,088	443,475	34,912,267	15.3	15.3	-
715-20	MCCOMB	CRYSRINGG_MS	WESSON_M	22	CRYSRINGG	WESSON_M	22	14.3	-	14.3	-	-	14.3	2.0	City of New Ork	33,437,002	-	33,437,002	-	443,475	1,275,949	443,475	1%	35,156,426	33,437,002	1,275,949	443,475	35,156,426	16.3	16.3	-
715-30	MCCOMB	WESSON_MS	CENJICA_MS	7.9	WESSON_M	CENJICA_MS	7.9	14.5	-	14.5	-	-	14.5	2.0	City of New Ork	16,730,113	-	16,730,113	-	443,475	646,763	443,475	3%	17,820,351	16,730,113	646,763	443,475	17,820,351	16.5	16.5	-
715-40	MCCOMB	CENJICA_MS	SUMMIT_M	24.4	CENJICA_MS	SUMMIT_M	24.4	13.1	-	13.1	-	-	13.1	2.0	City of New Ork	18,704,334	-	18,704,334	-	443,475	721,112	443,475	2%	19,868,921	18,704,334	721,112	443,475	19,868,921	15.1	15.1	-
715-50	MCCOMB	SUMMIT_MS	FERNWOOD	13.8	SUMMIT_M	FERNWOOD	13.8	13.8	-	13.8	-	-	13.8	2.0	City of New Ork	15,991,203	-	15,991,203	-	444,361	618,968	444,361	3%	17,054,532	15,991,203	618,968	444,361	17,054,532	15.8	15.8	-
715-60	MCCOMB	FERNWOOD_MS	FRENIER_LA	86.5	FERNWOOD	FRENIER_LA	86.5	11.1	-	11.1	-	-	11.1	2.0	City of New Ork	25,410,581	-	25,410,581	-	444,191	973,699	444,191	2%	26,828,471	25,410,581	973,699	444,191	26,828,471	13.1	13.1	-
715-70	MCCOMB	FRENIER_LA	ORLJCT_LA	2.2	FRENIER_LA	ORLJCT_LA	2.2	7.9	-	7.9	-	-	7.9	2.0	City of New Ork	9,507,989	-	9,507,989	-	442,745	374,748	442,745	5%	10,325,482	9,507,989	374,748	442,745	10,325,482	9.9	9.9	-
715-80	MCCOMB	ORLJCT_LA	KENNER_LA	1	ORLJCT_LA	KENNER_LA	1	8.0	-	8.0	-	-	8.0	2.0	City of New Ork	9,463,891	-	9,463,891	-	443,840	373,128	443,840	5%	10,280,859	9,463,891	373,128	443,840	10,280,859	10.0	10.0	-
715-85	MCCOMB	KENNER_LA	MAYYARD_I	2.6	KENNER_LA	MAYYARD_I	2.6	8.3	-	8.3	-	-	8.3	2.0	City of New Ork	11,199,757	-	11,199,757	-	443,840	438,501	443,840	4%	12,082,098	11,199,757	438,501	443,840	12,082,098	10.3	10.3	-
719-10	BEAUMONT	JACKSON_MS	STAR_MS	18.88	JACKSON_M	STAR_MS	18.88	3.2	-	3.2	-	-	3.2	-	-	9,216,933	-	9,216,933	-	85,064	350,316	85,064	1%	9,652,313	9,216,933	350,316	85,064	9,652,313	3.2	3.2	-
719-20	BEAUMONT	STAR_MS	SARATOGA_	29.5	STAR_MS	SARATOGA_	29.5	4.1	-	4.1	-	-	4.1	-	-	9,414,443	-	9,414,443	-	85,064	357,754	85,064	1%	9,857,261	9,414,443	357,754	85,064	9,857,261	4.1	4.1	-
719-30	BEAUMONT	SARATOGA_MS	HATTIESBU_	37.4	SARATOGA_	HATTIESBU_	37.4	5.6	-	5.6	-	-	5.6	-	-	8,450,185	-	8,450,185	-	85,064	321,440	85,064	1%	8,856,689	8,450,185	321,440	85,064	8,856,689	5.6	5.6	-
719-40	BEAUMONT	HATTIESBU_MS	BELJCT_AL	99.8	HATTIESBU_	BELJCT_AL	99.8	4.0	-	4.0	-	-	4.0	-	-	5,389,005	-	5,389,005	-	71,695	205,652	71,695	1%	5,666,352	5,389,005	205,652	71,695	5,666,352	4.0	4.0	-
719-70	BEAUMONT	BELJCT_AL	BAYSHOJCT	2.4	BELJCT_AL	BAYSHOJCT	2.4	2.5	-	2.5	-	-	2.5	-	-	4,208,936	-	4,208,936	-	70,445	161,163	70,445	2%	4,440,544	4,208,936	161,163	70,445	4,440,544	2.5	2.5	-
719-75	BEAUMONT	BAYSHOJCT_AL	MOBILE_AL	2	BAYSHOJCT	MOBILE_AL	2	2.5	-	2.5	-	-	2.5	-	-	4,208,936	-	4,208,936	-	70,445	161,163	70,445	2%	4,440,544	4,208,936	161,163	70,445	4,440,544	2.5	2.5	-
724-50	BATON ROUGE	RESERVE_LA	KENNER_LA	21.2	RESERVE_LA	KENNER_LA	21.2	9.8	-	9.8	-	-	9.8	0.1	City of New Ork	23,761,976	-	23,761,976	-	19,628	895,622	19,628	0%	24,677,226	23,761,976	895,622	19,628	24,677,226	9.9	9.9	-
801-10	WAUKESHA	FORPARK_IL	ROSEMONT	7.8	FORPARK_IL	ROSEMONT	7.8	9.9	-	9.9	-	-	9.9	5.5	Metra North Ce	3,403,375	-	3,403,375	-	3,822	128,316	3,822	0%	3,535,513	3,403,375	128,316	3,822	3,535,513	14.8	14.8	-
801-20	WAUKESHA	ROSEMONT_IL	DESPLAINE_I	4.2	ROSEMONT	DESPLAINE_I	4.2	21.1	-	21.1	-	-	21.1	14.3	Metra North Ce	4,862,085	-	4,862,085	-	4,015	183,259	4,015	0%	5,049,359	4,862,085	183,259	4,015	5,049,359	33.9	33.9	-
801-30	WAUKESHA	DESPLAINE_IL	LEITHTON_I	14.9	DESPLAINE_I	LEITHTON_I	14.9	21.1	-	21.1	-	-	21.1	14.3	Metra North Ce																

Other Line Final

871-1100	MATTESON	KIRYARD_IN	BUFFINGTO	2.5 KIRYARD_IN BUFFINGTO	2.5	39.8	-	39.8	-	-	39.8	-	127,647,886	-	127,647,886	-	330,534	4,819,706	330,534	0%	132,798,126	127,647,886	4,819,706	330,534	132,798,126	39.8	39.8	-
873-100	LAKEFRONT	KIRYARD_IN	BUFFINGTO	1 KIRYARD_IN BUFFINGTO	1	39.8	-	39.8	-	-	39.8	-	127,647,886	-	127,647,886	-	330,534	4,819,706	330,534	0%	132,798,126	127,647,886	4,819,706	330,534	132,798,126	39.8	39.8	-
873-200	LAKEFRONT	BUFFINGTO_IN	STOCKTON	1.6 BUFFINGTO STOCKTON	1.6	4.5	-	4.5	-	-	4.5	-	1,037,400	-	1,037,400	-	6,153	39,301	6,153	1%	1,082,854	1,037,400	39,301	6,153	1,082,854	4.5	4.5	-
873-300	LAKEFRONT	BUFFINGTO_IN	INDHARBOR	2.6 BUFFINGTO INDHARBOR	2.6	4.5	-	4.5	-	-	4.5	-	1,581,331	-	1,581,331	-	6,153	59,785	6,153	0%	1,647,269	1,581,331	59,785	6,153	1,647,269	4.5	4.5	-
873-400	LAKEFRONT	INDHARBOR_IN	HAMLAKFRC	4.5 INDHARBOR HAMLAKFRC	4.5	4.3	-	4.3	-	-	4.3	-	940,970	-	940,970	-	6,153	35,669	6,153	1%	982,792	940,970	35,669	6,153	982,792	4.3	4.3	-
873-500	LAKEFRONT	HAMLAKFRO_IN	SCHICAGO_I	1.9 HAMLAKFRC SCHICAGO_I	1.9	4.3	-	4.3	-	-	4.3	-	946,728	-	946,728	-	6,153	35,886	6,153	1%	988,767	946,728	35,886	6,153	988,767	4.3	4.3	-

EXHIBIT I.1

Revised Transaction-Related Train Increases Map

