



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Environmental Analysis

August 5, 2022

Peter Whitfield
Sidley Austin LLP
1501 K Street NW
Washington, DC 20005

Re: FD 36500 (Sub-No. 1), Illinois Central Railroad Company – Acquisition of a Line of Railroad Between Kansas City, MO, and Springfield and East St. Louis, IL – Kansas City Southern Railway Company et al.; **Information Request No. 1**

Dear Mr. Whitfield:

Consistent with 40 C.F.R. § 1506.5(b)(1), the Surface Transportation Board's (Board) Office of Environmental Analysis (OEA) requests the following preliminary information, which is needed to initiate the environmental review in connection with the proposed acquisition of the Kansas City Southern Railway (KCS) rail line between Kansas City, Missouri and Springfield and East St. Louis, Illinois by Illinois Central Railroad (Proposed Divestiture) in the above referenced proceeding:

A. Based on the revised rail traffic information that Illinois Central Railroad and Canadian National Railway (collectively, CN) submitted to OEA via email on July 7, 2022 (EI-32085 and EI-32086), we have determined that the Proposed Divestiture would result in increased rail traffic that would exceed the Board's thresholds for environmental review at 49 C.F.R. § 1105.7(e)(5) along 12 existing rail line segments currently owned by KCS and CN. We ask you to verify and confirm that you expect that the following rail line segments would experience increases in rail traffic by 2027 that would exceed the Board's environmental analysis thresholds:

1. On the KCS Springfield Subdivision, the rail line segment between Roodhouse Illinois and Murrayville, Illinois;
2. On the KCS Springfield Subdivision, the rail line segment between Murrayville, Illinois and Springfield, Illinois;
3. On the KCS Springfield Subdivision, the rail line segment between Cockrell Illinois and Springfield, Illinois;
4. On the KCS Godfrey Subdivision, the rail line segment between Roodhouse, Illinois and Godfrey, Illinois;

5. On the KCS Mexico Subdivision, the westernmost portion (approximately 20 miles) of the rail line segment between Kansas City, Missouri and Slater, Missouri;
 6. On the CN Gilman Subdivision, the rail line segment between Mt. Pulaski, Illinois and Brickyard Junction, Illinois;
 7. On the CN Gilman Subdivision, the rail line segment between Clinton, Illinois and Mt. Pulaski, Illinois;
 8. On the CN Gilman Subdivision, the rail line segment between Gibson City, Illinois and Clinton, Illinois;
 9. On the CN Gilman Subdivision, the rail line segment between Gilman, Illinois and Gibson City, Illinois;
 10. On the CN St. Louis Subdivision, the rail line segment between Lenzburg, Illinois and Freeburg, Illinois;
 11. On the CN St. Louis Subdivision, the rail line segment between Freeburg, Illinois and Wilderman, Illinois; and
 12. On the CN St. Louis Subdivision, the rail line segment between Wilderman, Illinois and East St. Louis (Church), Illinois.
- B. In addition, please provide any updated information as to whether there currently is or would foreseeably be, any passenger rail service, including Amtrak service, on any of the rail line segments listed above.
- C. Please provide any updated information on anticipated commodities to be transported by CN, and specifically, whether this would include hazardous materials, on any of the rail line segments listed above.
- D. Please provide anticipated train lengths and anticipated train speeds for the rail line segments list above.
- E. Please confirm that the river labelled as the Missouri River in the map in Exhibit 1D of the Amended Responsive Application is actually the Mississippi River.
- F. The Amended Responsive Application states that rail line segments from Kansas City to Springfield to Gilman would have a minimum operating speed of 40 mph. Please provide the anticipated average train speed on these lines.
- G. To date, CN has not provided information regarding train speed or rail line design parameters for the Kansas City to International Freight Gateway (IFG) or Roodhouse to East St. Louis rail line segments. Please provide design parameters for these rail line segments and anticipated average operating speeds.
- H. Please provide an estimate of average number of train cars, length, and types and the

number and types of locomotives for the trains that CN expects would operate on the rail line segments listed above. Please also indicate whether CN expects that the trains would include double or triple stack containers.

I. OEA understands that CN intends to make capital improvements to support the expected increase in rail traffic resulting from the Proposed Divestiture. Please provide the following information regarding these planned capital improvements:

1. Confirm that the planned capital improvements would include extending six existing sidings, the relocation of one siding, and one new siding along the existing rail lines between Kansas City, Springfield, and East St. Louis.
2. Confirm that the planned siding extensions, siding relocation, and new siding would be located within the existing rail right-of-way.
3. Confirm whether CN expects that all construction activities related to the planned siding extensions, siding relocation, and new siding would take place within the existing rail right-of-way.
4. Please provide any available information regarding planned improvements at rail yards and intermodal facilities, including IFG, Roodhouse Yard, and East St. Louis Intermodal Terminal.

J. For rail yards/intermodal facilities where CN expects that the Proposed Divestiture would result in an increase in activity exceeding the Board's threshold for environmental review, please provide the anticipated changes in carloads and truckloads and the location of any established truck routes for these facilities.

If you have any questions, please feel free to contact Diana Wood, OEA's Project Manager for the environmental analysis, at 202-245-0302 or by email at Diana.Wood@stb.gov. Please send your responses by August 26, 2022.

Sincerely,



Danielle Gosselin
Director
Office of Environmental Analysis