

**From:** [Wood, Diana](#)  
**To:** [Whitfield, Peter](#)  
**Cc:** [Hildebrandt, Brooklyn](#); [Thornhill, Steve](#)  
**Subject:** CN Divestiture - A few questions  
**Date:** Thursday, December 1, 2022 1:48:54 PM

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Peter,

Please provide clarification and/or an explanation on the following so that we can continue with the environmental review:

1. For the Murrayville to Springfield segment, Steve notes that there is no system node named "Springfield" and questions whether the segment should be Murrayville to Cockrell because the next segment is Cockrell to Brickyard Junction followed by Brickyard Junction to Mt. Pulaski. Steve will send you maps later today or tomorrow to confirm whether this naming convention is correct.
2. Steve notes that the segment length data CN provided for all the segments does not match with the GIS data measurements he's seeing. The lengths that CN provided appear to be the ending minus the starting milepost numbers. While the problem is solved for the Murrayville – Springfield if it's broken up to Murrayville to Cockrell and Cockrell to Brickyard Jct., it needs to be resolved for other segments. Specifically, in the Roodhouse – Murrayville segment, there is a 5 mile difference; in the KC – Slater segment, a 9 mile difference; and in the Freeburg – Wilderman, a 1 mile difference. Not sure why these lengths differ so much but we need to either understand or update the lengths to what is correct. The rest of the segments have less than a 1 mile difference so Steve is not too concerned about segment length there, but we do need CN to confirm the start and end points for all the segments. Again, Steve will be sending you the maps or kmz files with the endpoints to make sure we have all the start and end points in the correct locations as this information is critical for capturing all the grade crossings and potential sensitive noise receptors along each segment.
3. For the Cockrell – Brickyard Jct segment, the chart you sent earlier does not include needed information such as the number of train cars, length of trains, and train speeds as was provided previously for the other segments. So please provide the same information that was provided for the other line segments.
4. Lastly, please explain what is meant by "CN organic growth." Is it growth that occurs even if the divestiture is not granted (the No-Action Alternative), or is it growth that occurs with the divestiture and if so, then this will be included and evaluated with the projected CN growth as the Action Alternative. Or does this represent something

else? Please explain.

As I mentioned, Steve will be sending you maps/kmz files later today or tomorrow to help explain these issues. We look forward to your timely response, as this information is critical for moving forward in the environmental review.

Thanks much,  
Diana

Diana F. Wood  
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Surface Transportation Board  
395 E Street SW, 11<sup>th</sup> Floor  
Washington, DC 20423  
202-245-0302

**From:** [Thornhill, Steve](#)  
**To:** [Whitfield, Peter](#)  
**Cc:** [Wood, Diana](#); [Johnson, Kevyn K](#)  
**Subject:** CN Divestiture EA - Segments for Analysis  
**Date:** Thursday, December 1, 2022 10:11:43 PM  
**Attachments:** [Illinois\\_Segments-reduced.pdf](#)  
[MO\\_Segments-reduced.pdf](#)

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Peter –

I'm attaching maps we prepared of the increase traffic segments for analysis in the EA. Using the mile post and GIS data provided, we've tried to locate these segments as exactly as possible. However, we're finding discrepancies in the mileages you provided and having difficulty locating some of the milepost start/stop locations. We would appreciate if you and your team could review these maps and as exactly as possible, identify the segment nodes to ensure we have the appropriate end and start points. We have not yet updated the figures to account for the Murrayville – Cockrell and Cockrell to Brickyard Jct segments but if you could mark the location of those nodes, that would be very helpful. The maps previously provided were helpful but difficult to identify exactly on the aerials.

Thanks for your help. Please let me know if you have any questions or need additional information.

steve

Stephen G. Thornhill, **LEED AP**  
Project Manager \ Environmental Services



**Note: I have a new office phone number below. Please update your records.**

o 816-894-8808 \ m 816-214-3740  
[sthornh@burnsmcd.com](mailto:sthornh@burnsmcd.com) \ [burnsmcd.com](http://burnsmcd.com)  
9400 Ward Parkway \ Kansas City, MO 64114



Figure 1:  
KCS Divestiture to CN  
Line Segments and  
Facility Improvement Projects  
for EA Evaluation



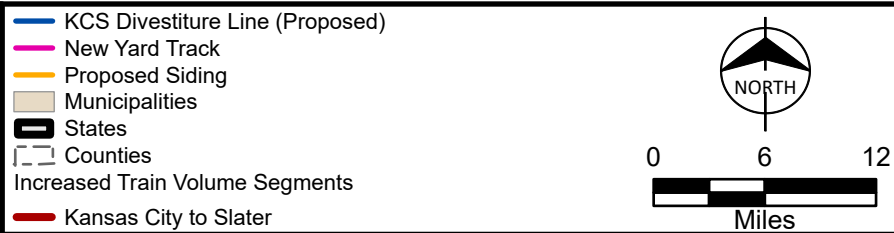
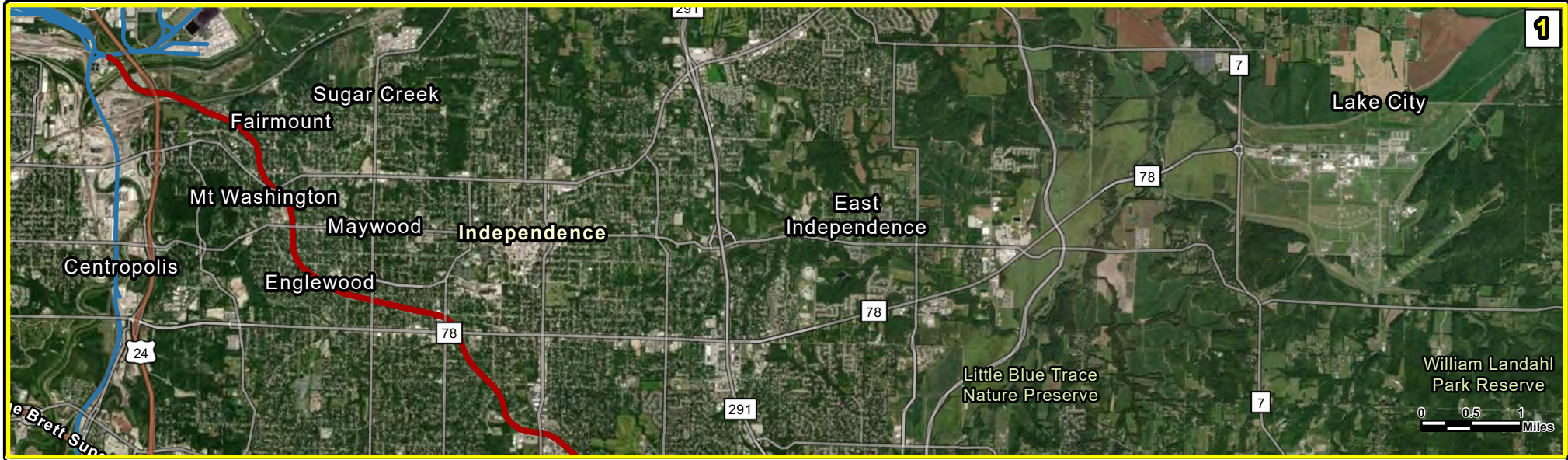
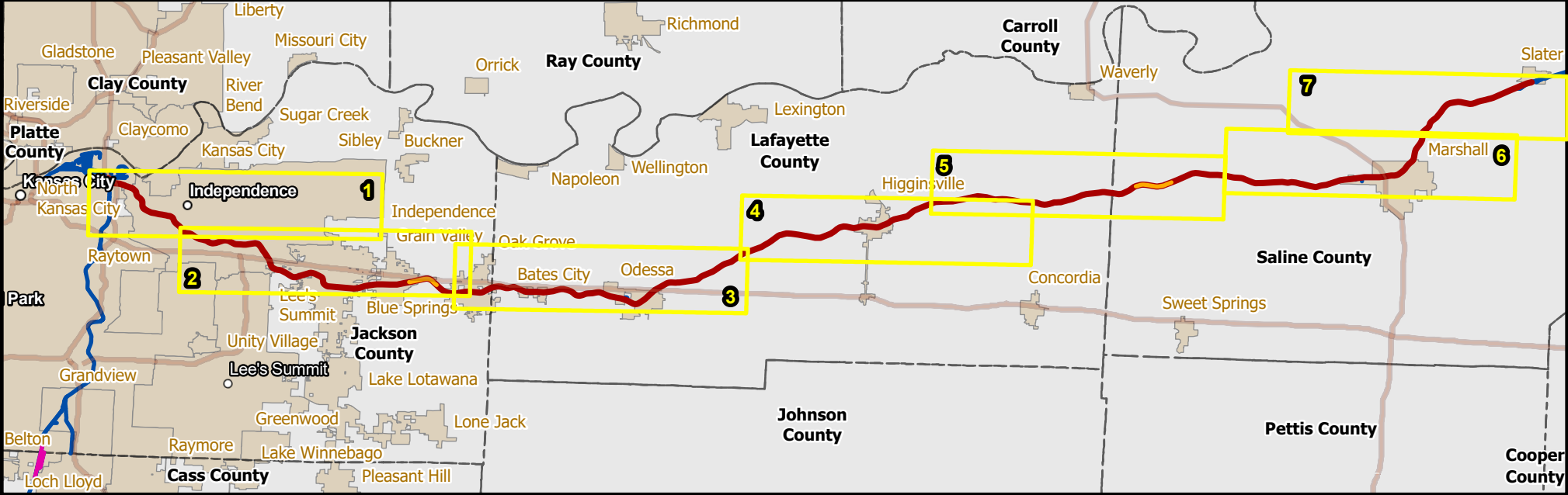
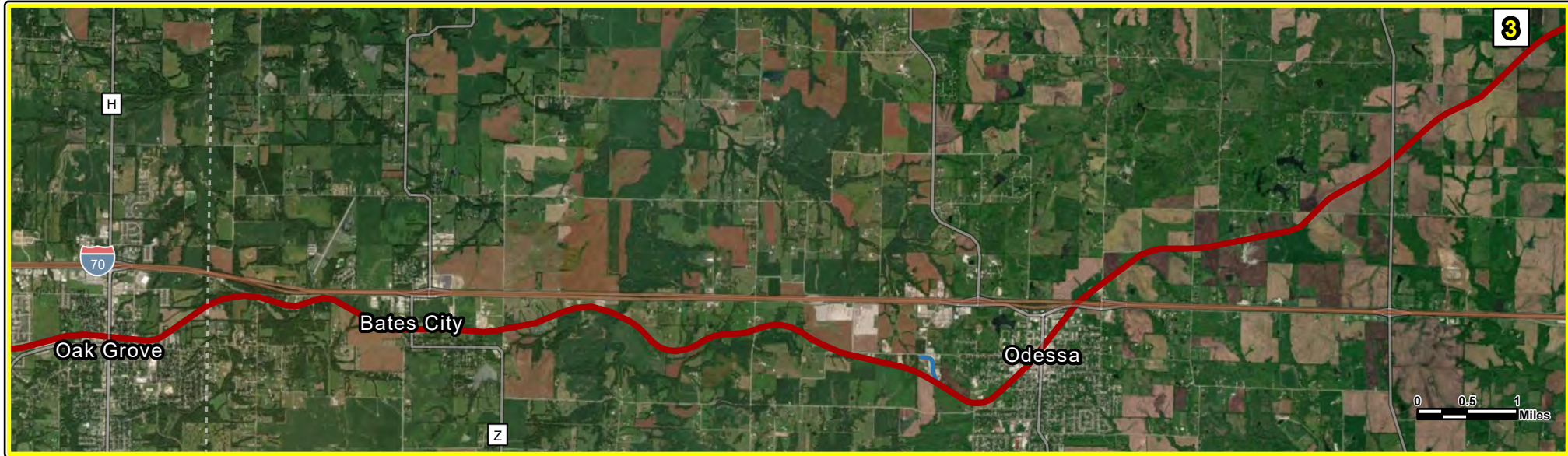
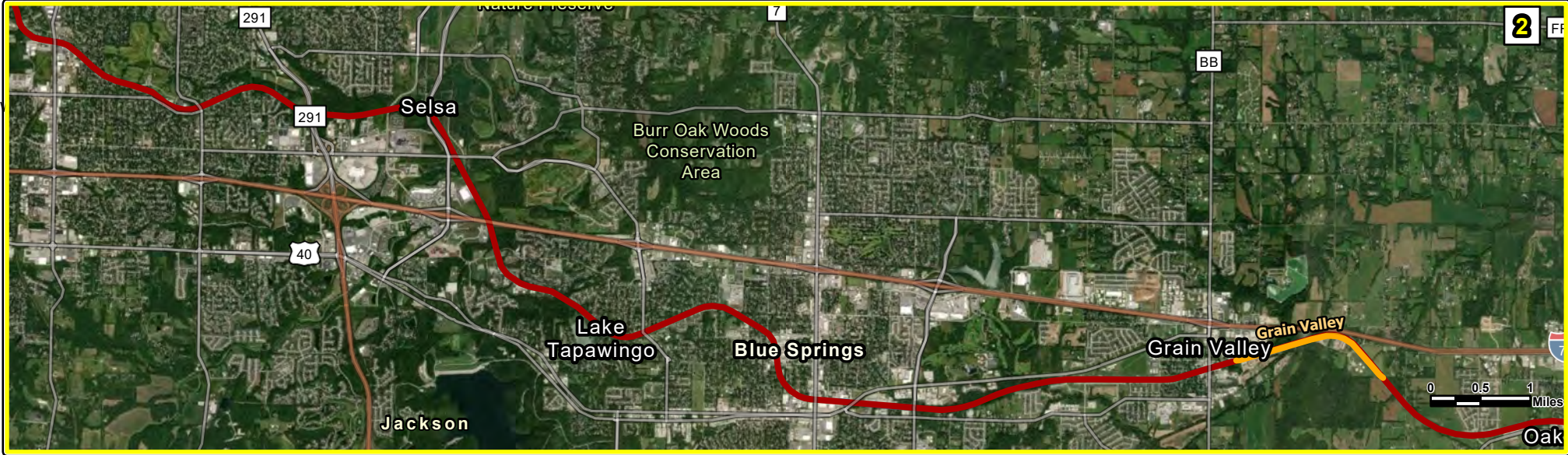


Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Kansas City to Slater  
Missouri  
Page 1 of 4





KCS Divestiture Line (Proposed)

Proposed Siding

New Yard Track

Increased Train Volume Segments

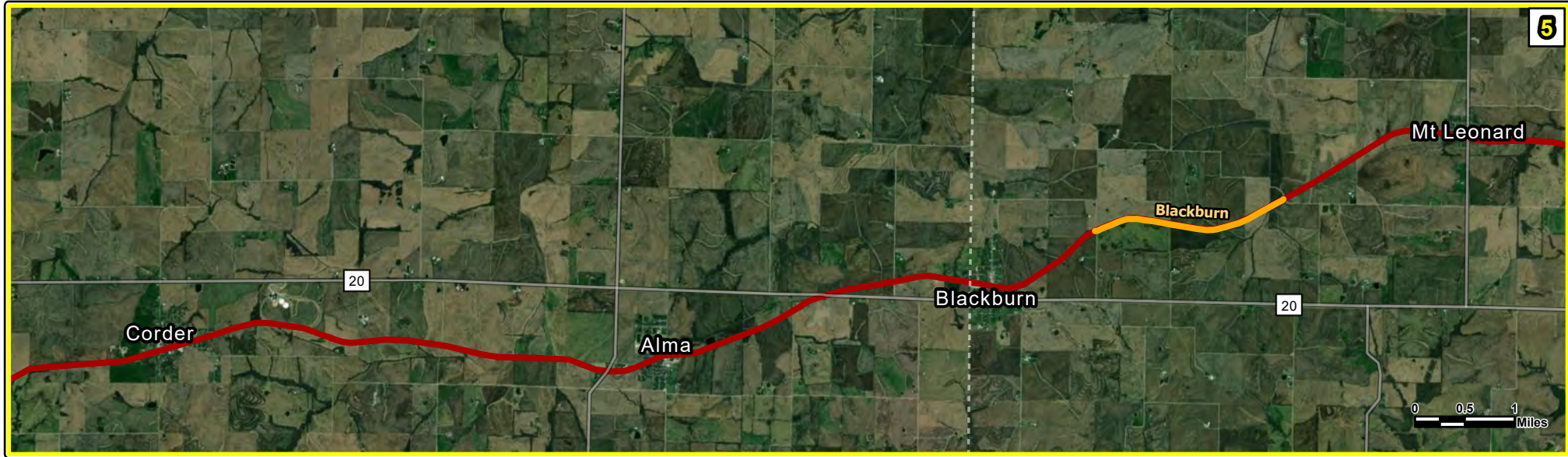
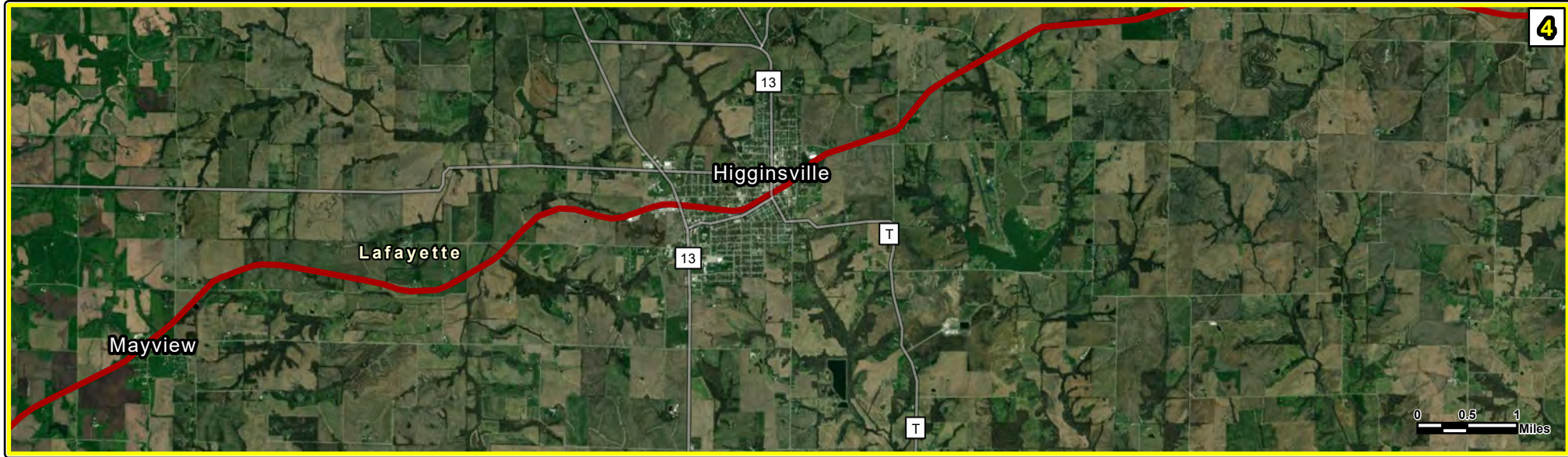
Kansas City to Slater

NORTH



Figure 3:  
KCS Divestiture to CN EA  
Rail Lines Exceeding Traffic Increase  
Kansas City to Slater  
Missouri  
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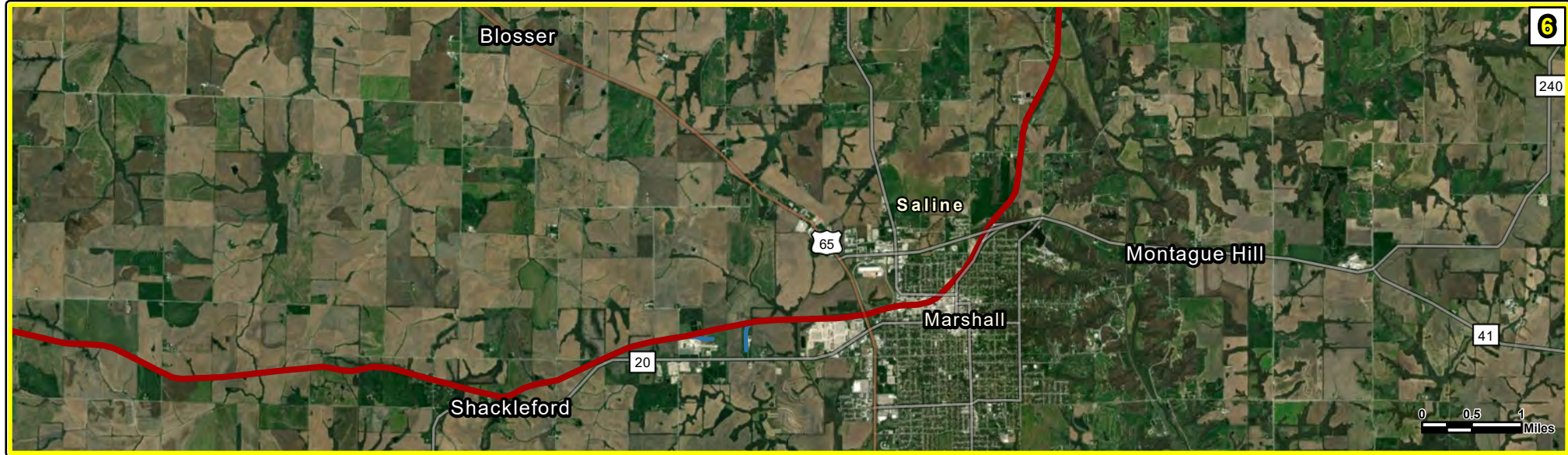
- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater



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Figure 3:  
KCS Divestiture to CN EA  
Rail Lines Exceeding Traffic Increase  
Kansas City to Slater  
Missouri  
Page 3 of 4





- KCS Divestiture Line (Proposed)
- Proposed Siding
- New Yard Track
- Increased Train Volume Segments
- Kansas City to Slater

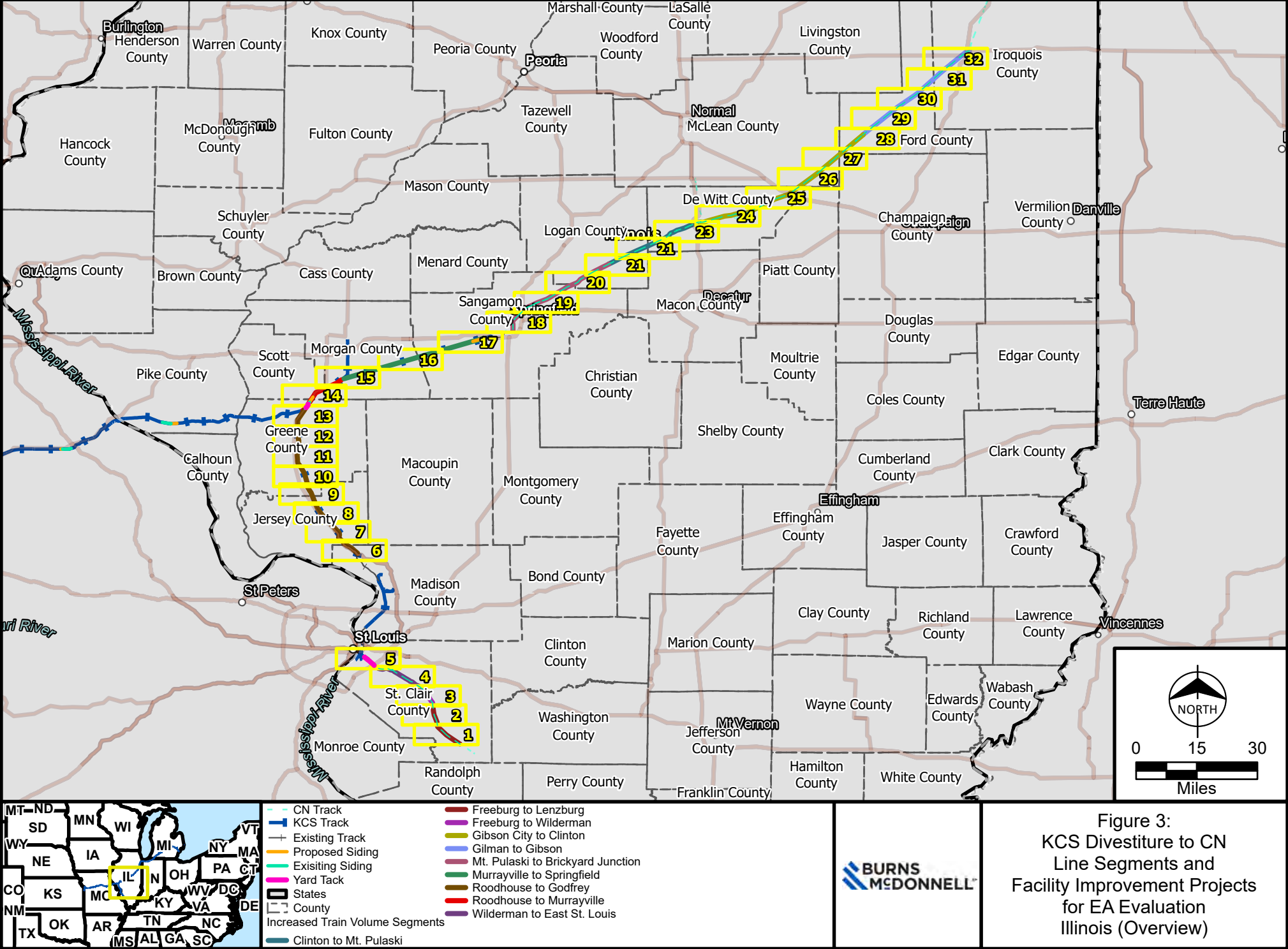


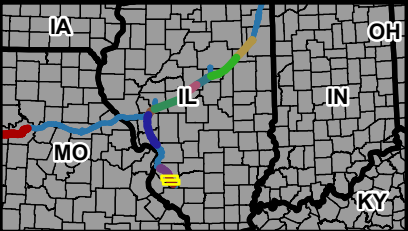
Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Kansas City to Slater  
Missouri  
Page 4 of 4



Figure 1:  
KCS Divestiture to CN  
Line Segments and  
Facility Improvement Projects  
for EA Evaluation





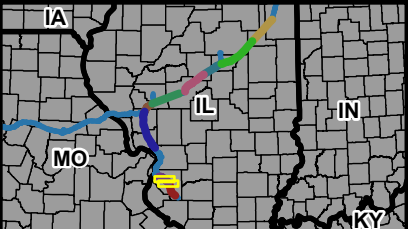
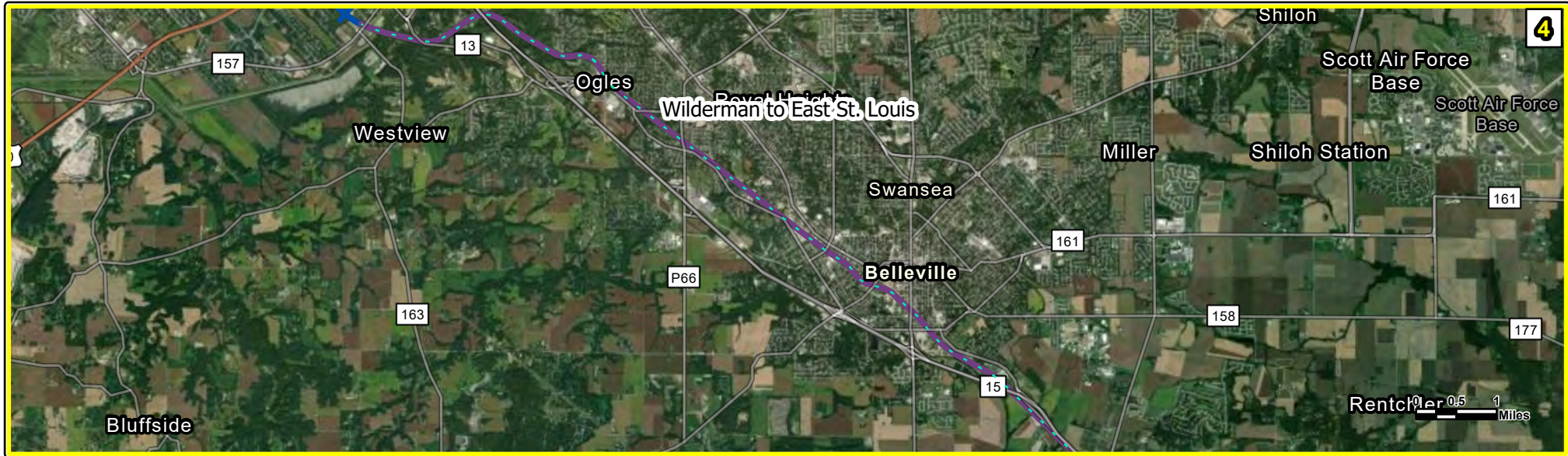
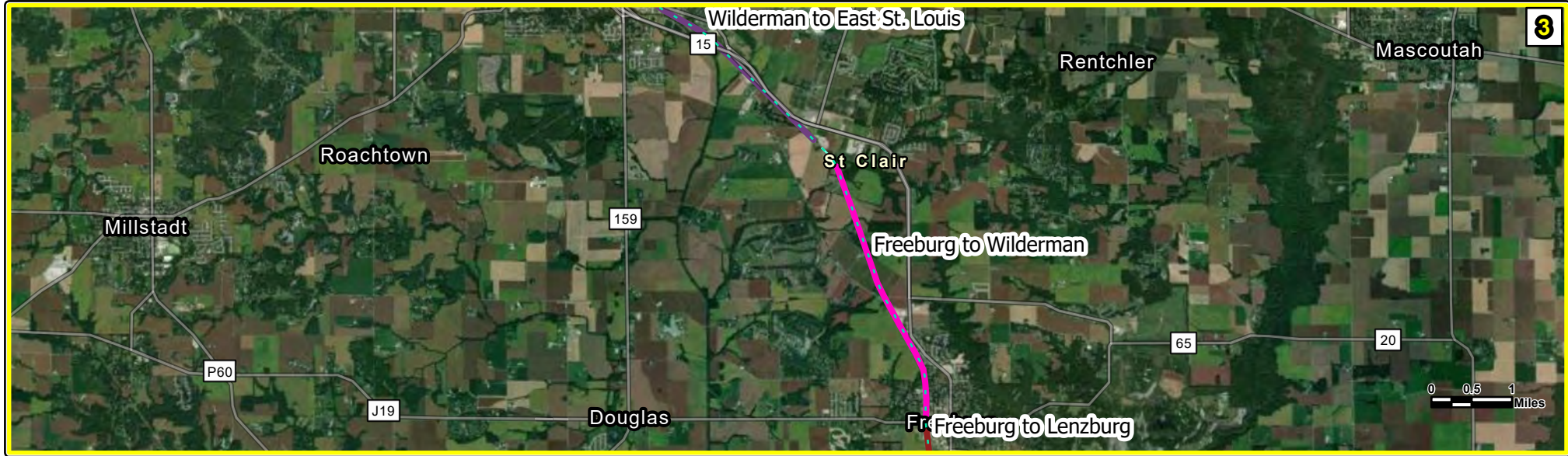


--- CN Track  
Increased Train Volume Segments  
— Freeburg to Lenzburg  
— Freeburg to Wilderman



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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— — — CN Track

**Increased Train Volume Segments**

**Name**

- Freeburg to Lenzburg
- Freeburg to Wilderman
- Wilderman to East St. Louis

Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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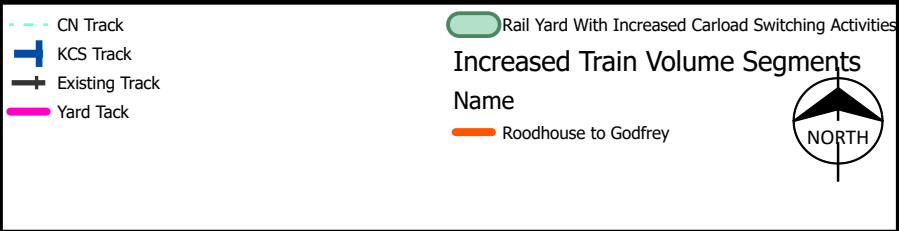
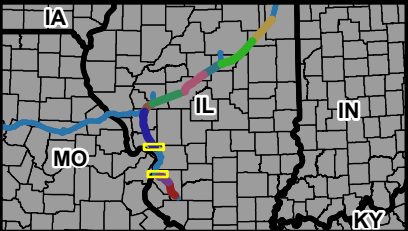
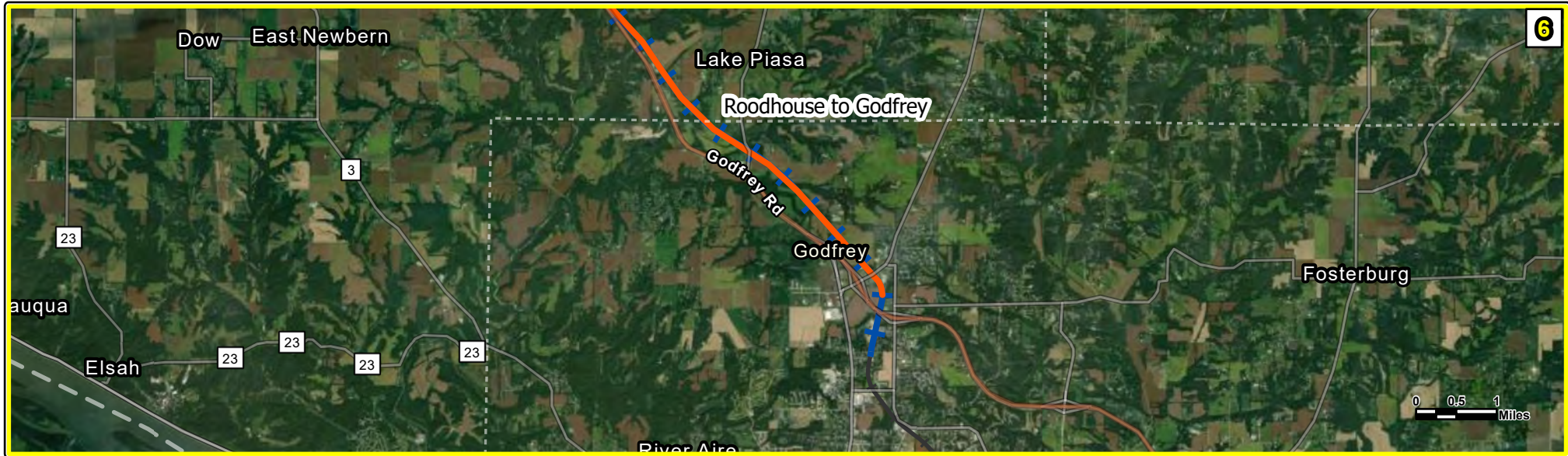
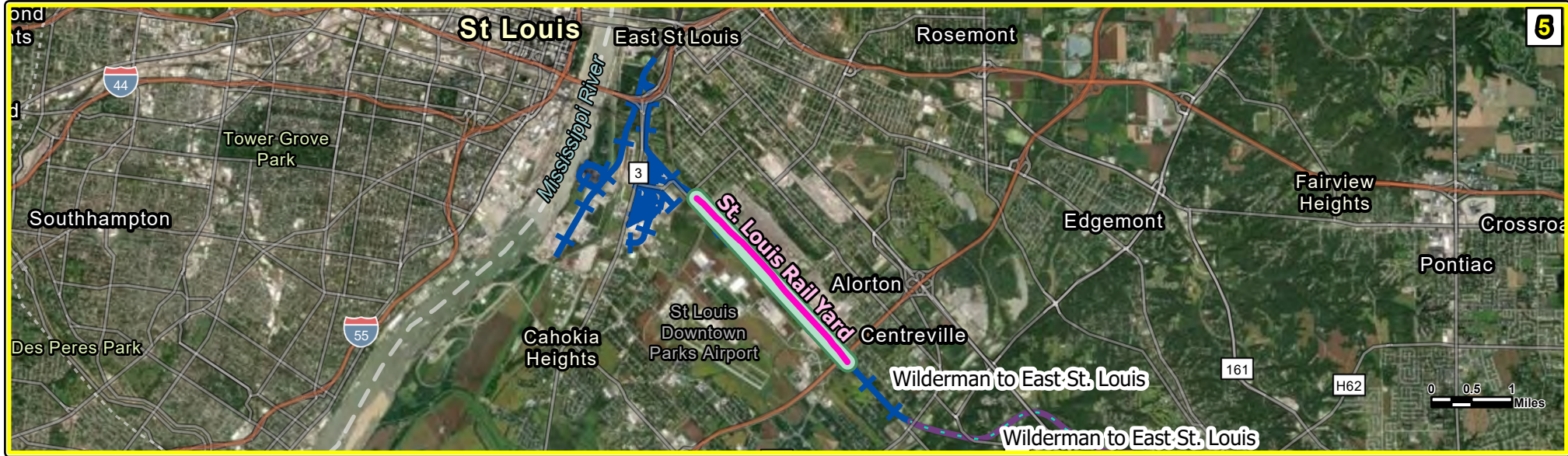
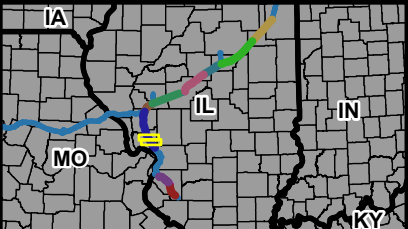


Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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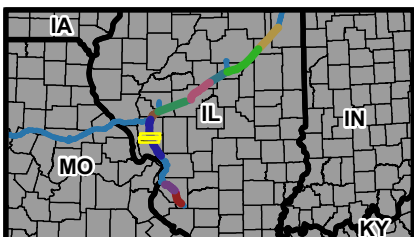
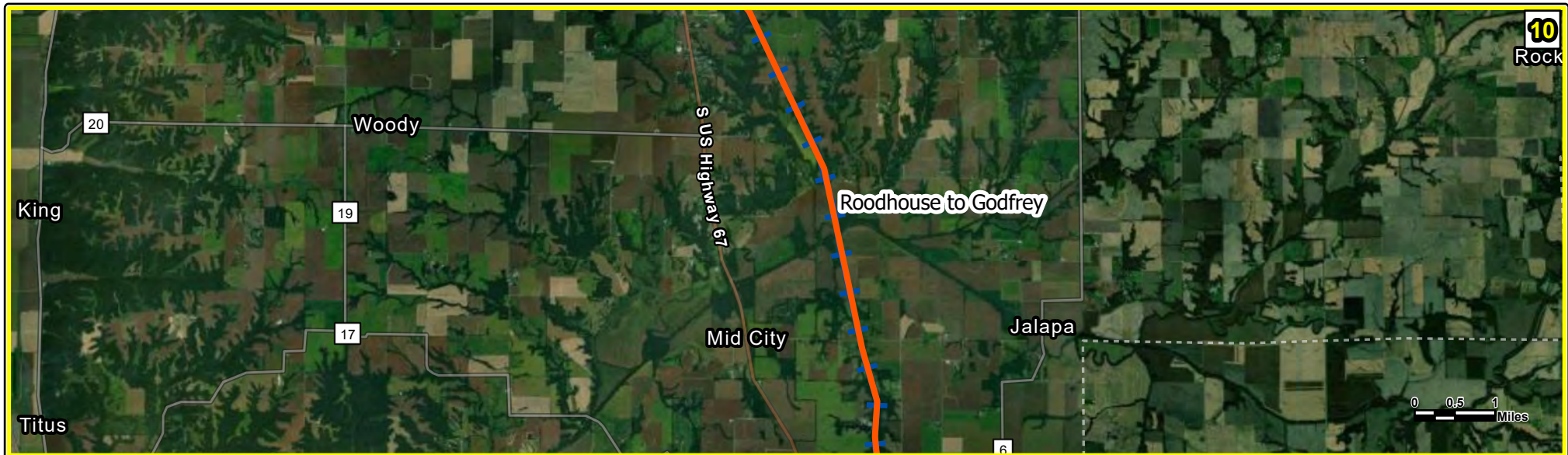
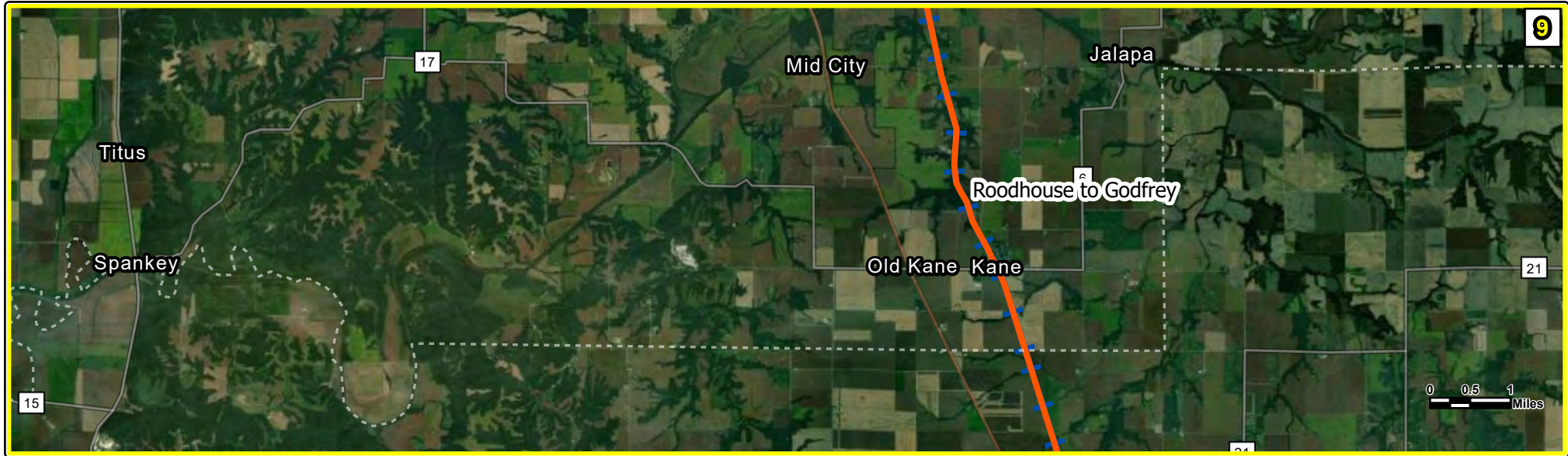


- Blue line with diamond markers: KCS Track
- Increased Train Volume Segments
- Name
- Orange line: Roodhouse to Godfrey



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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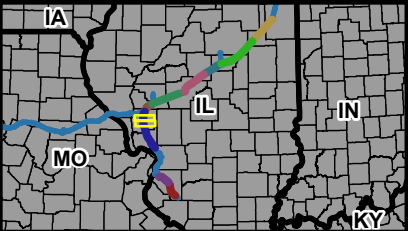
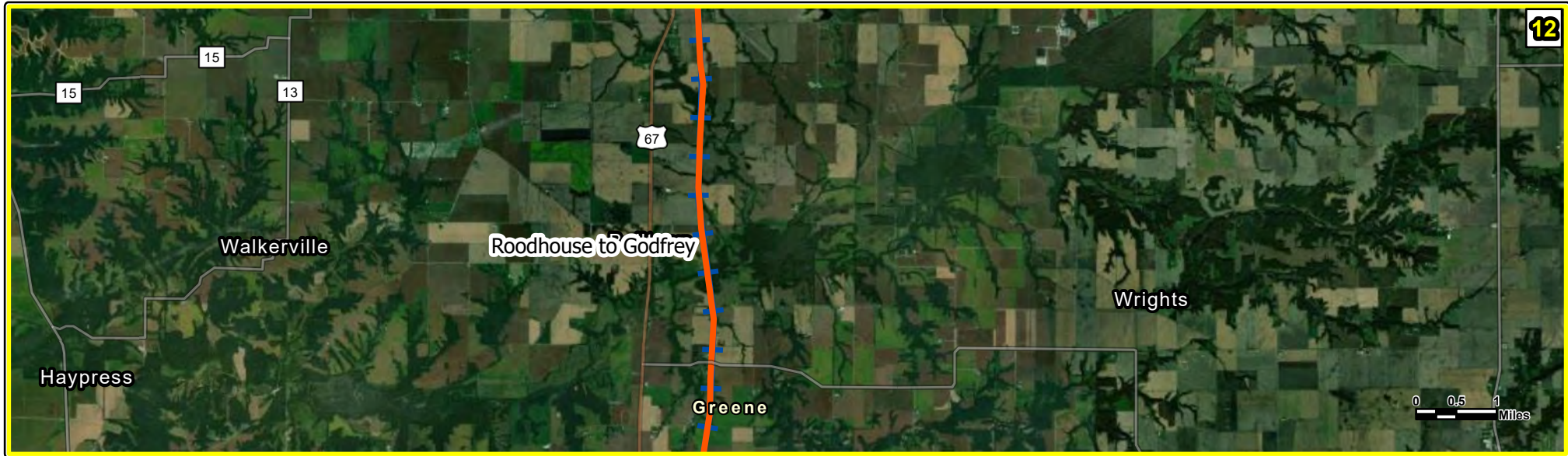
 KCS Track  
 Increased Train Volume Segments  
 Name  
 Roodhouse to Godfrey



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Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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Legend:

- Blue line: KCS Track
- Orange line: Increased Train Volume Segments
- Orange line: Roodhouse to Godfrey

North arrow pointing up.



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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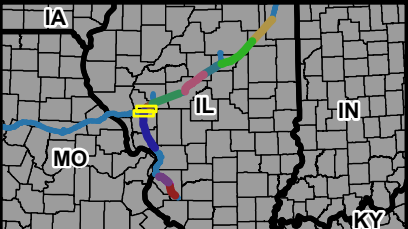
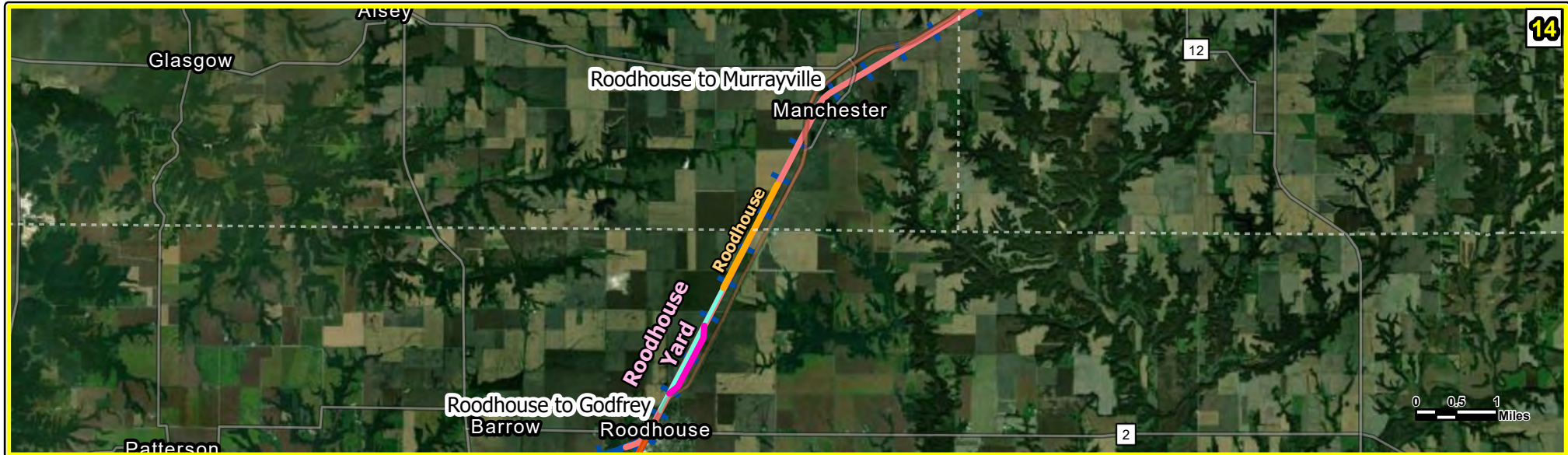
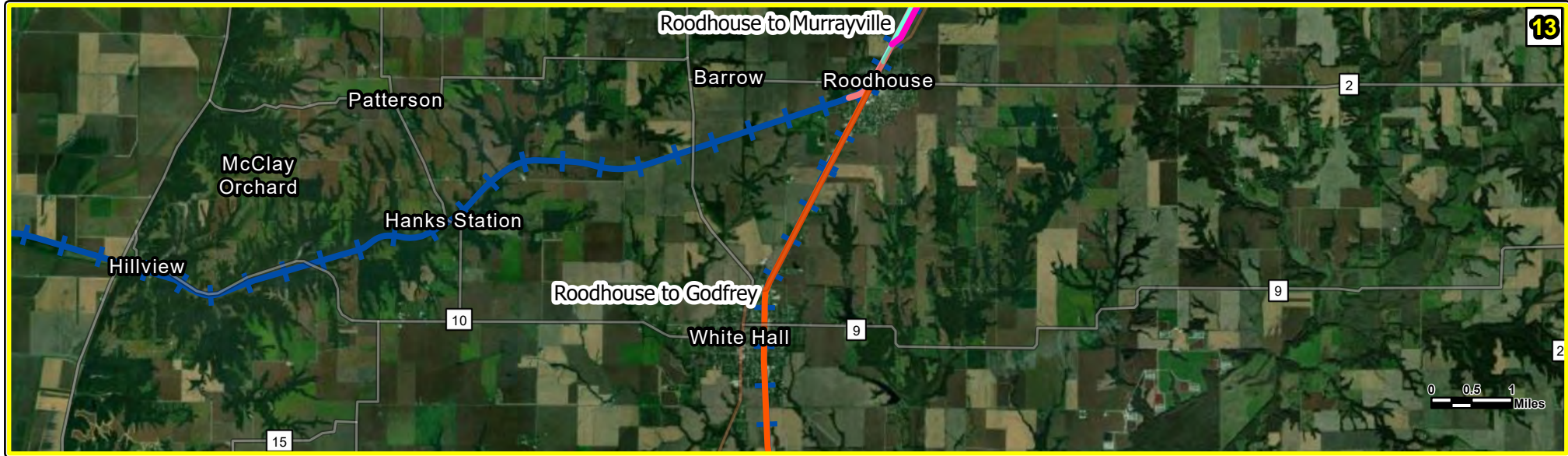
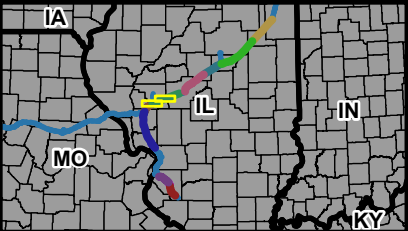
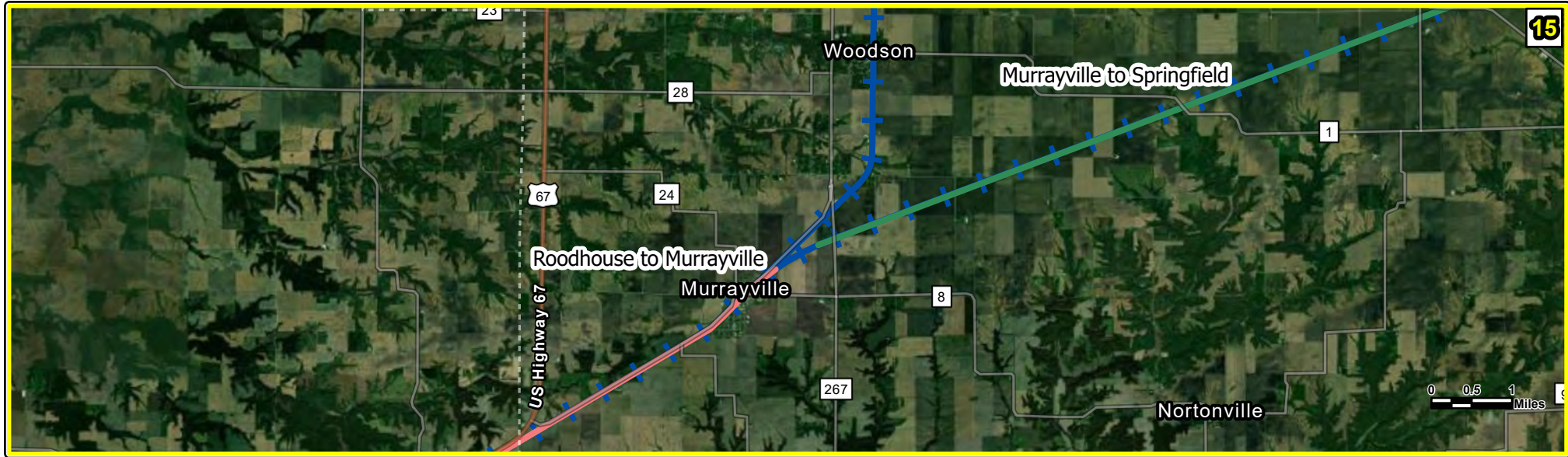


Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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**Increased Train Volume Segments**

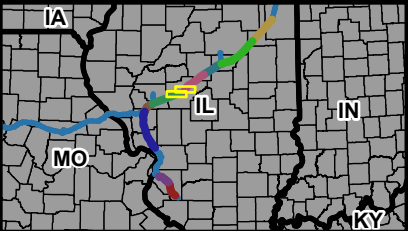
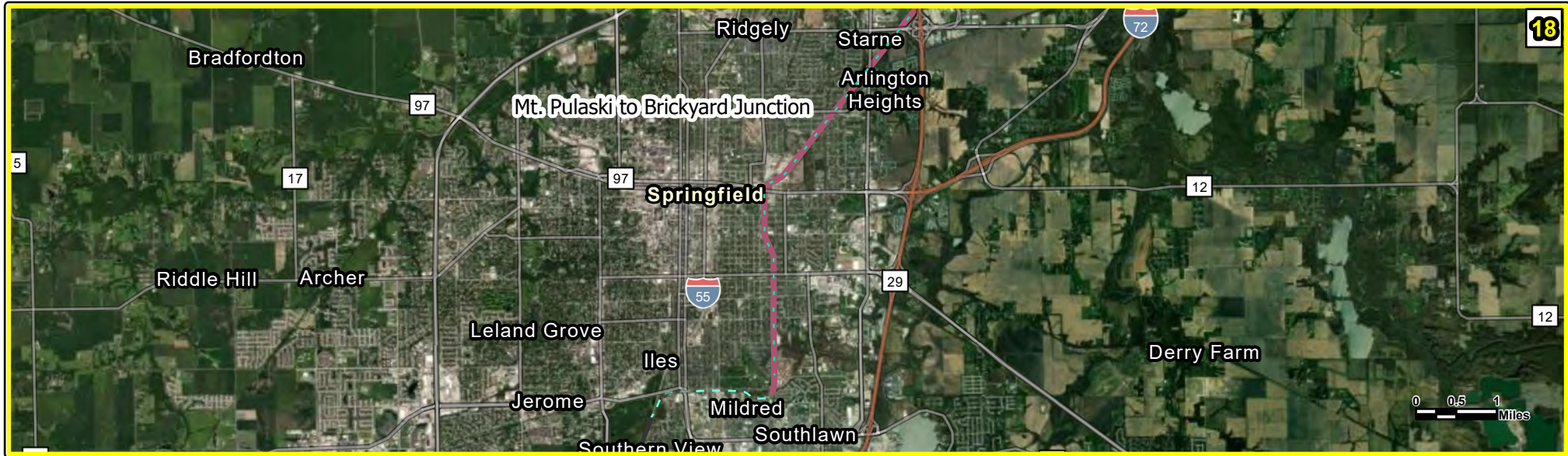
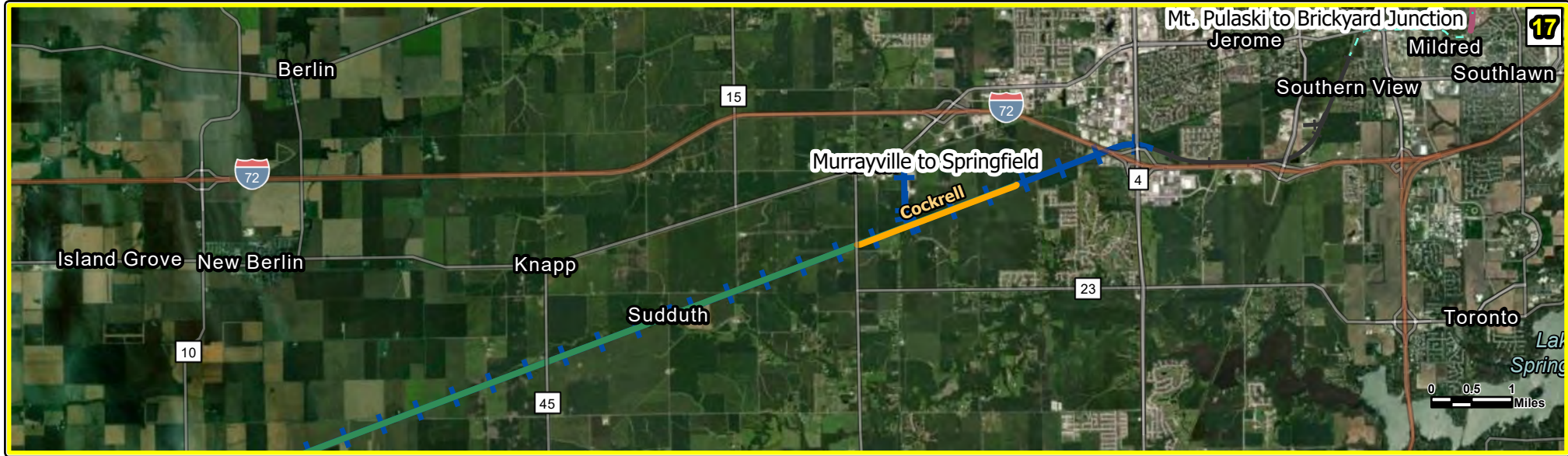
**Legend:**

- KCS Track
- Murrayville to Springfield
- Roodhouse to Murrayville



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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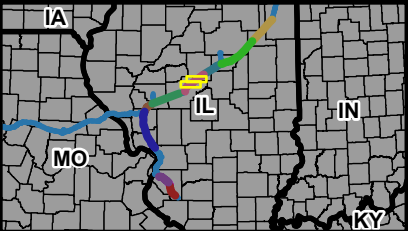
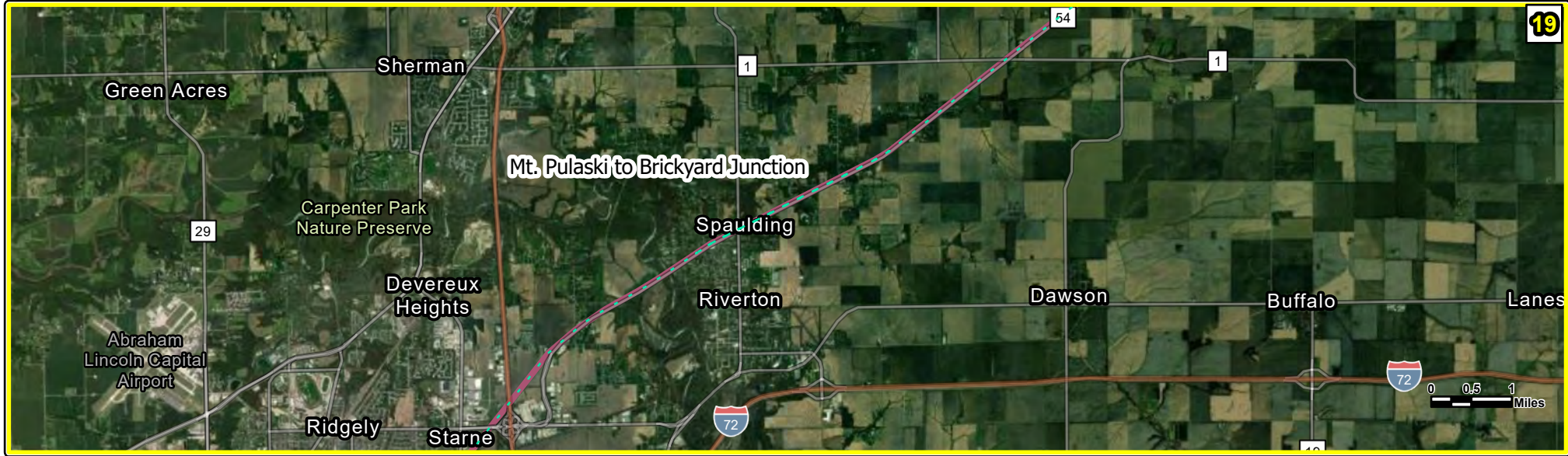
Increased Train Volume Segments

Name

- Mt. Pulaski to Brickyard Junction
- Murrayville to Springfield

Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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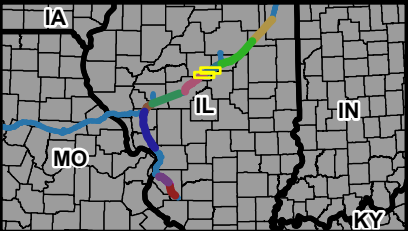
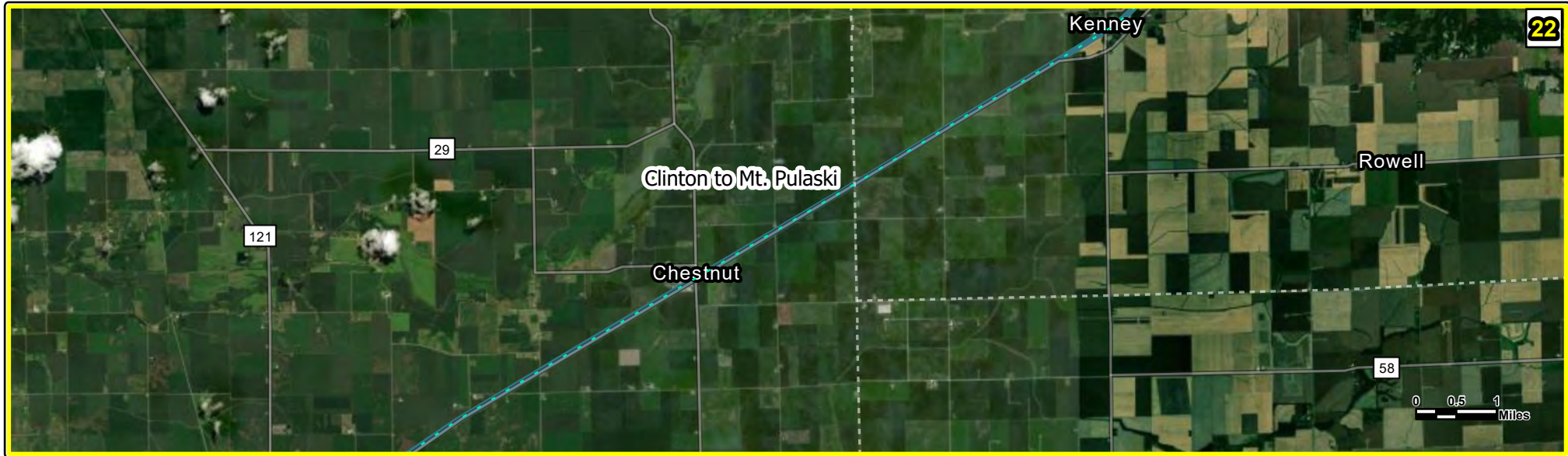
--- CN Track  
Increased Train Volume Segments  
Name  
— Mt. Pulaski to Brickyard Junction



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Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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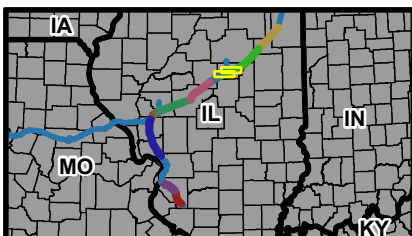
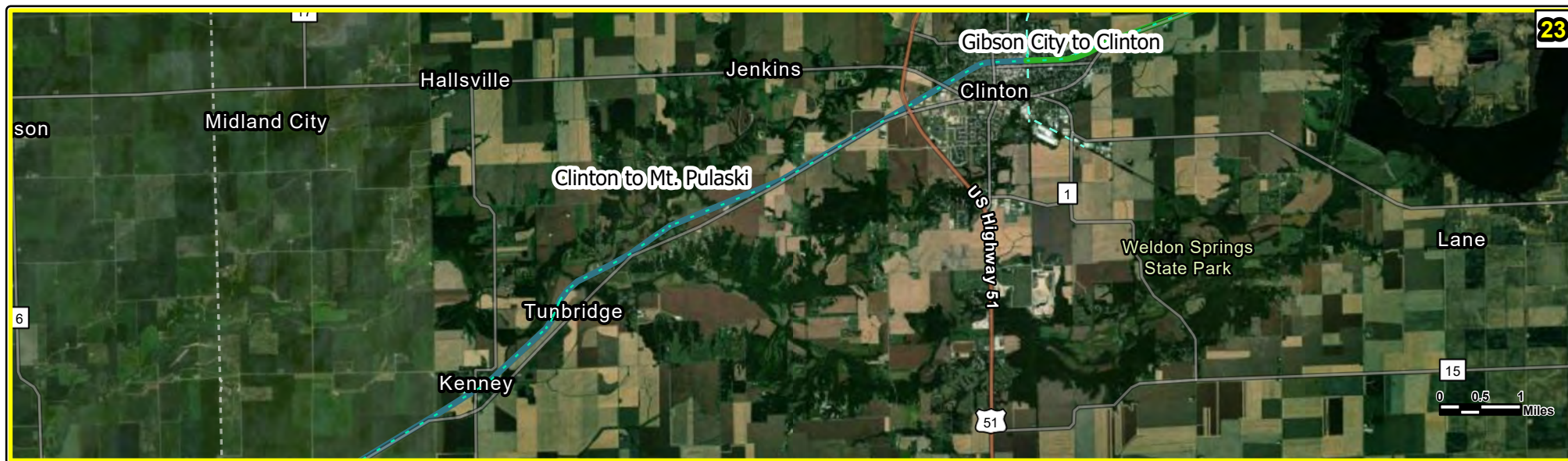


- ..... CN Track
- Increased Train Volume Segments
- Name
- Clinton to Mt. Pulaski
  - Mt. Pulaski to Brickyard Junction



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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### Increased Train Volume Segments

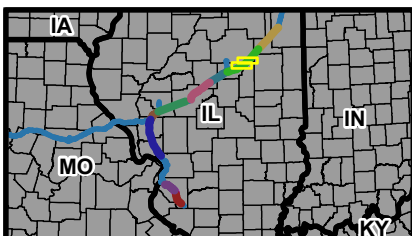
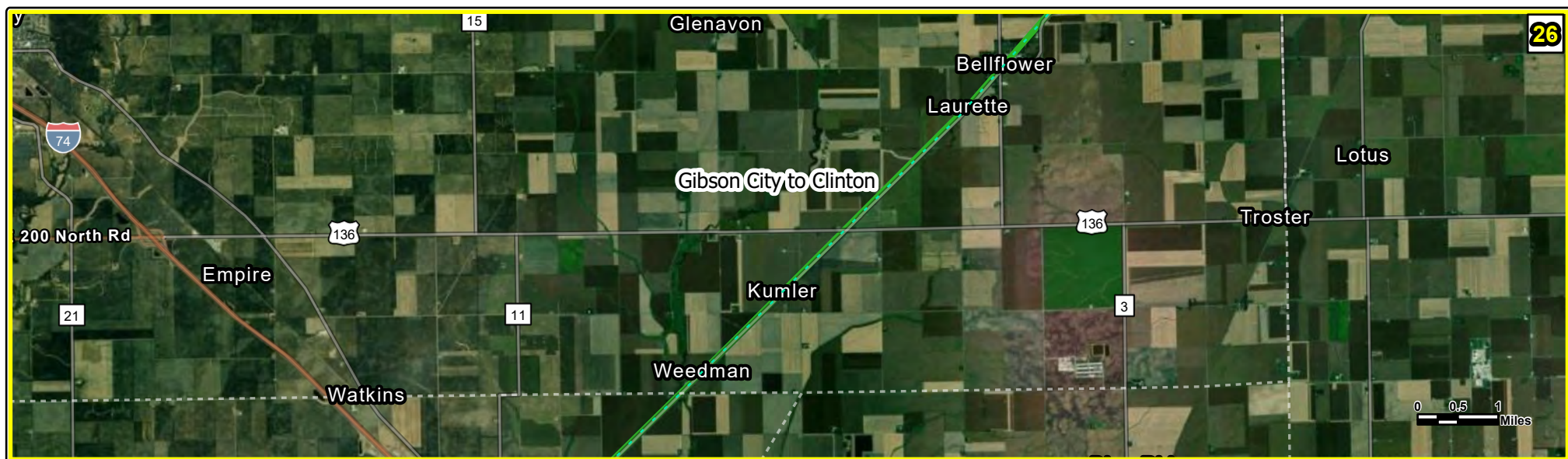
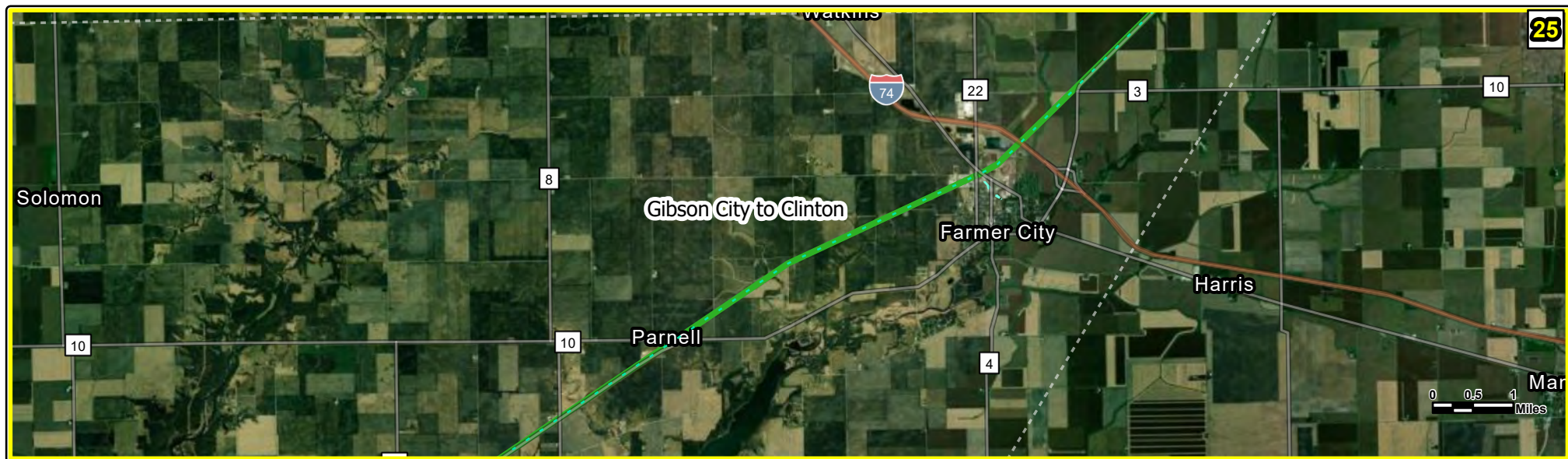
#### Name

- Clinton to Mt. Pulaski
- Gibson City to Clinton



Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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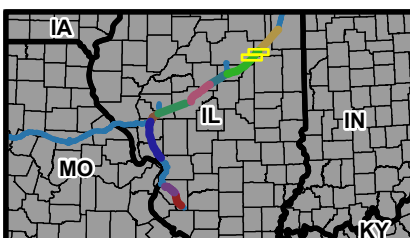
- - - - - CN Track  
 Increased Train Volume Segments  
 Name  
 - - - - - Gibson City to Clinton



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Figure 3:  
 KCS Divestiture to CN EA  
 Rail Line Exceeding Traffic Increase  
 Illinois  
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### Increased Train Volume Segments

Name

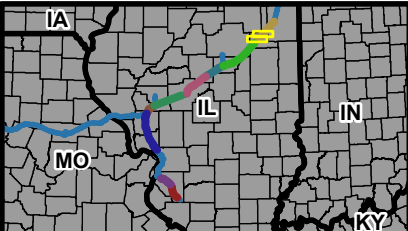
- Gibson City to Clinton
- Gilman to Gibson



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Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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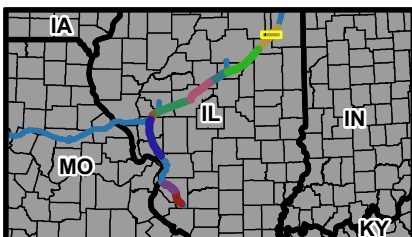


- - - - - CN Track  
 Increased Train Volume Segments  
 Name  
 ——— Gilman to Gibson



Figure 3:  
 KCS Divestiture to CN EA  
 Rail Line Exceeding Traffic Increase  
 Illinois  
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..... CN Track

Increased Train Volume Segments

Name

— Gilman to Gibson



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Figure 3:  
KCS Divestiture to CN EA  
Rail Line Exceeding Traffic Increase  
Illinois  
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