

From: [Wood, Diana](#)
To: [Whitfield, Peter](#)
Cc: [Hildebrandt, Brooklyn](#); [Rogers, Debra](#); [Thornhill, Steve](#)
Subject: RE: CN Divestiture - A few questions
Date: Tuesday, December 13, 2022 3:07:51 PM
Attachments: [CN_IncreasedTrainVolumeSegmentEnds 12_13_2022.pdf](#)

Peter,

As a follow-up from the December 1, 2022 email below (and Steve's email later that day with corresponding maps), we've since prepared more detailed maps of the line segments of concern. Please review these maps (attached) and respond to the questions posted on maps 2-16 by December 20, 2022, as this information is needed to ensure that the environmental review continues to move forward.

Also, to ensure consistency with the CPKCS environmental review, we are assessing what other data is needed from CN, so please stay tuned for a second (and hopefully final) information request.

Thanks,
Diana

From: Wood, Diana <Diana.Wood@stb.gov>
Sent: Thursday, December 1, 2022 1:49 PM
To: Whitfield, Peter <pwhitfield@sidley.com>
Cc: Hildebrandt, Brooklyn <bhildebrandt@sidley.com>; Thornhill, Steve <sthornh@burnsmcd.com>
Subject: CN Divestiture - A few questions

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.

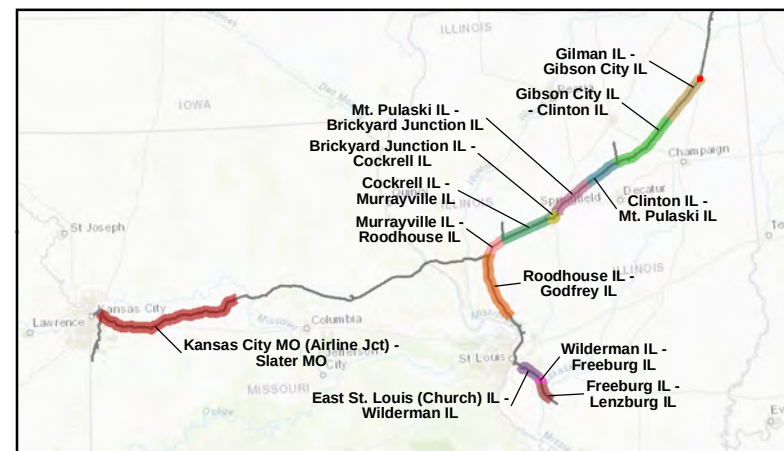
Thanks much,
Diana

Diana F. Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street SW, 11th Floor
Washington, DC 20423
202-245-0302

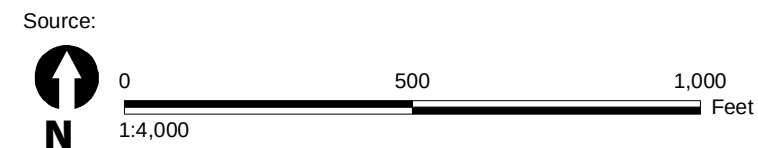
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- Segment End
— Existing Rail Line
- Increased Train Volume Segments**
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| Gilman IL - Gibson City IL | Murrayville IL - Roodhouse IL |
| Gibson City IL - Clinton IL | Roodhouse IL - Godfrey IL |
| Clinton IL - Mt. Pulaski IL | East St. Louis (Church) IL - Wilderman IL |
| Mt. Pulaski IL - Brickyard Junction IL | Wilderman IL - Freeburg IL |
| Brickyard Junction IL - Cockrell IL | Freeburg IL - Lenzburg IL |
| Cockrell IL - Murrayville IL | Kansas City MO (Airline Jct) - Slater MO |

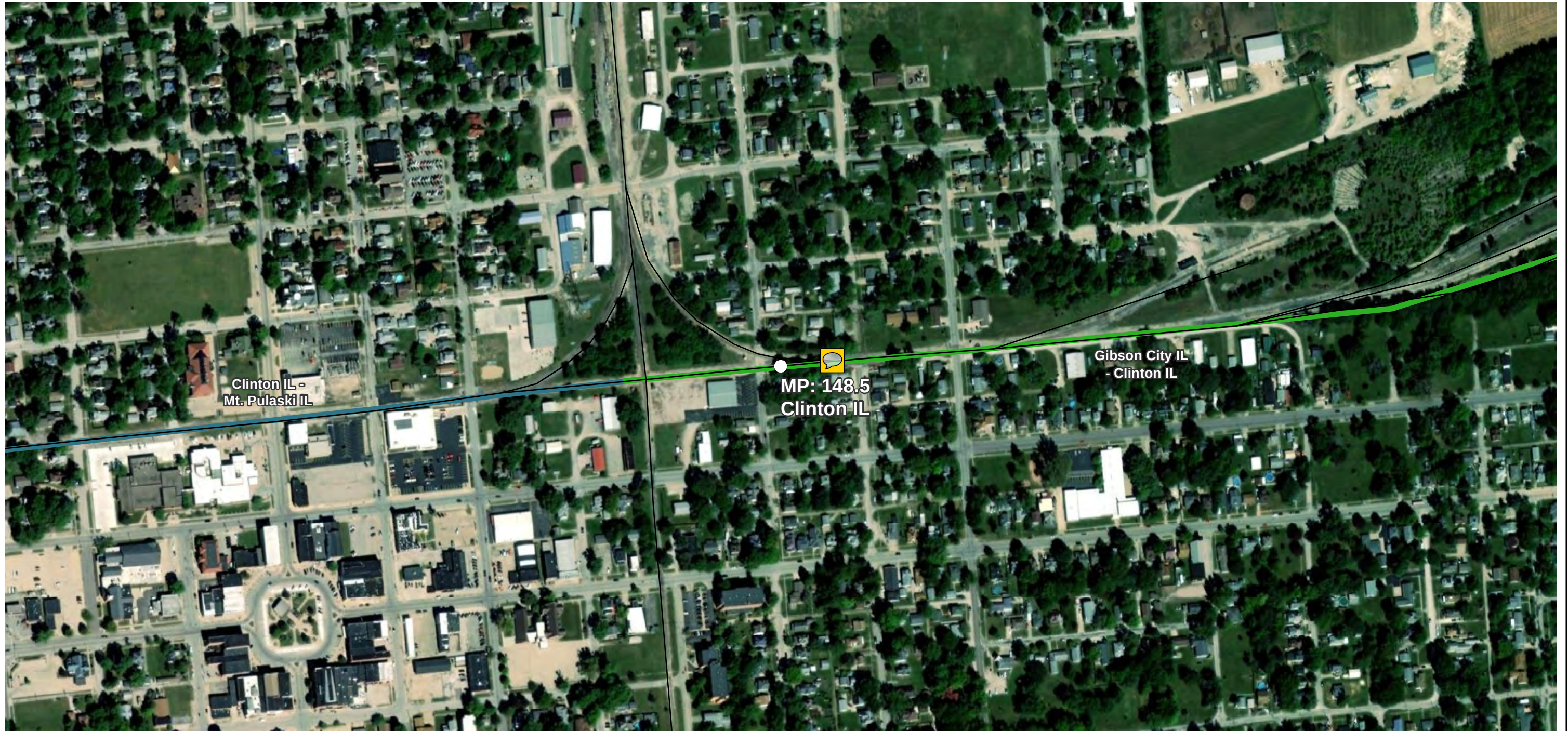


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CP Acquisition of KCS
Proposed Divesture to CN/IC



Segment End Points
Sheet: 1 of 16
Gilman IL

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- Existing Rail Line

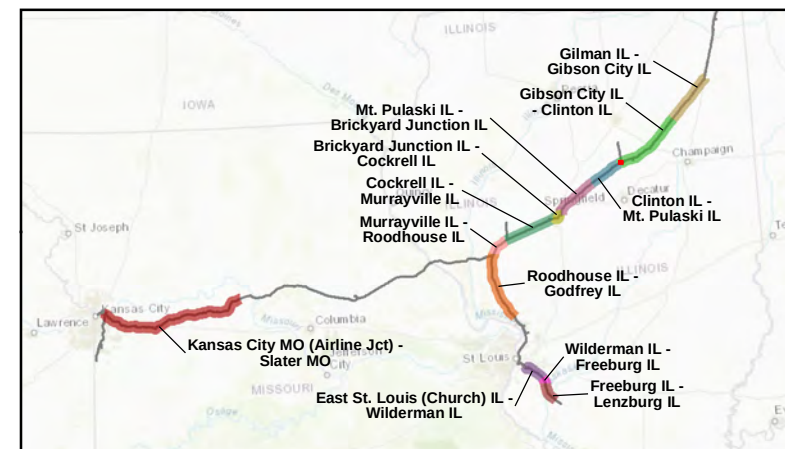
Increased Train Volume Segments

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| Brickyard Junction IL - Cockrell IL | Freeburg IL - Lenzburg IL |
| Cockrell IL - Murrayville IL | Kansas City MO (Airline Jct) - Slater MO |

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Segment End Points
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Clinton IL

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- Segment End
- Existing Rail Line

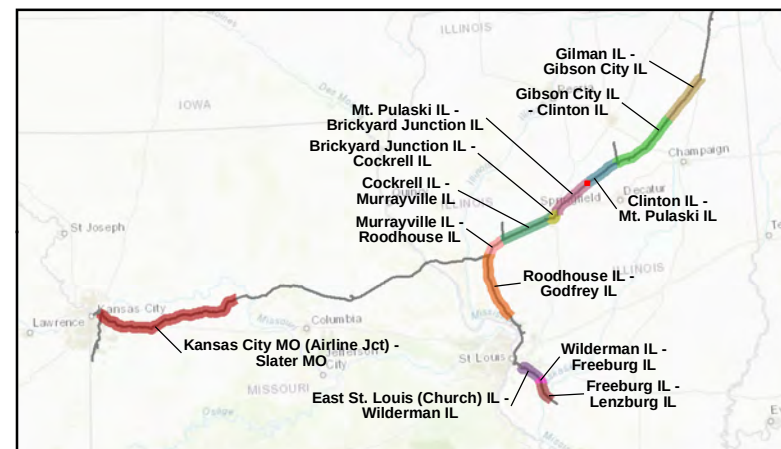
Increased Train Volume Segments

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| Cockrell IL - Murrayville IL | Kansas City MO (Airline Jct) - Slater MO |

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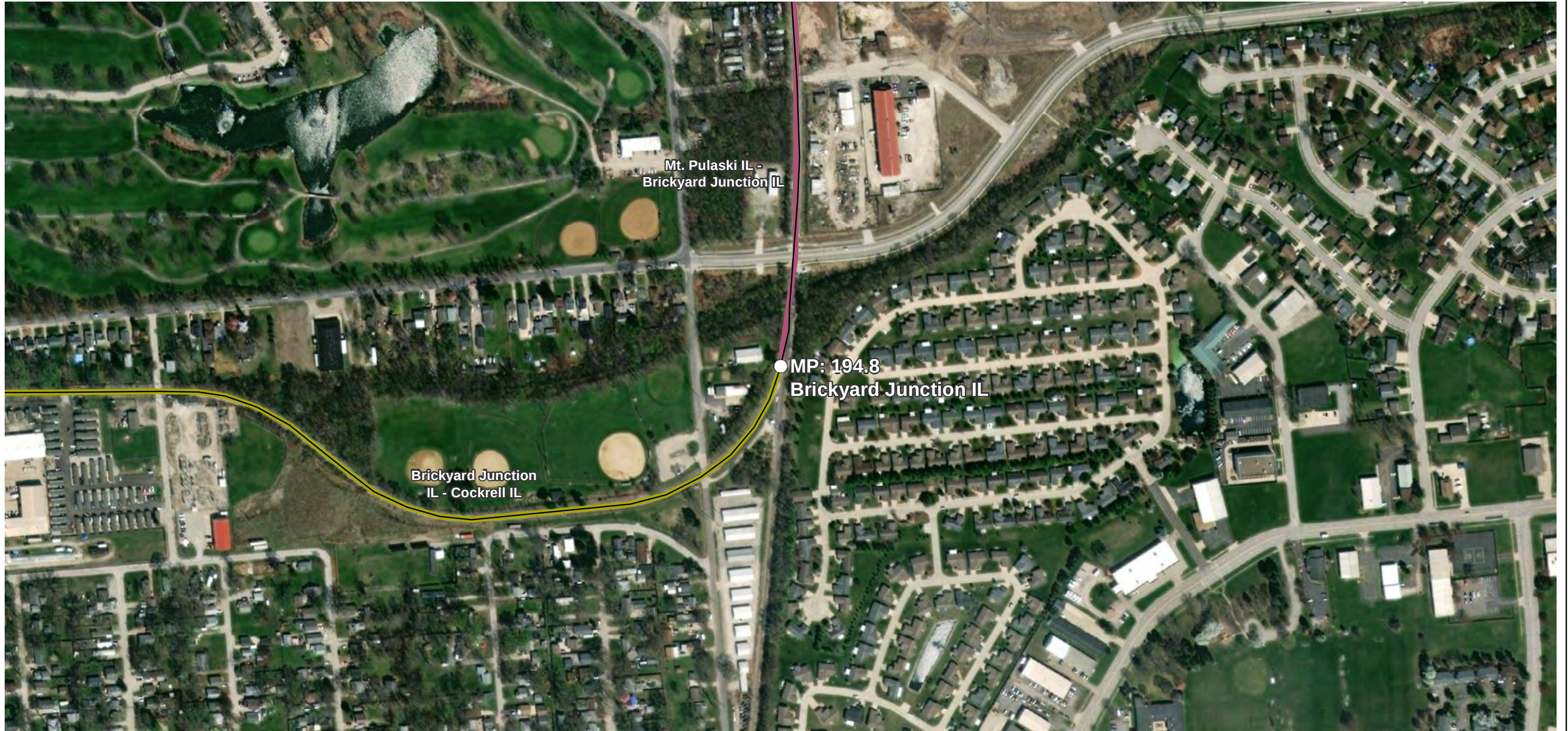
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Segment End Points
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Mt. Pulaski IL

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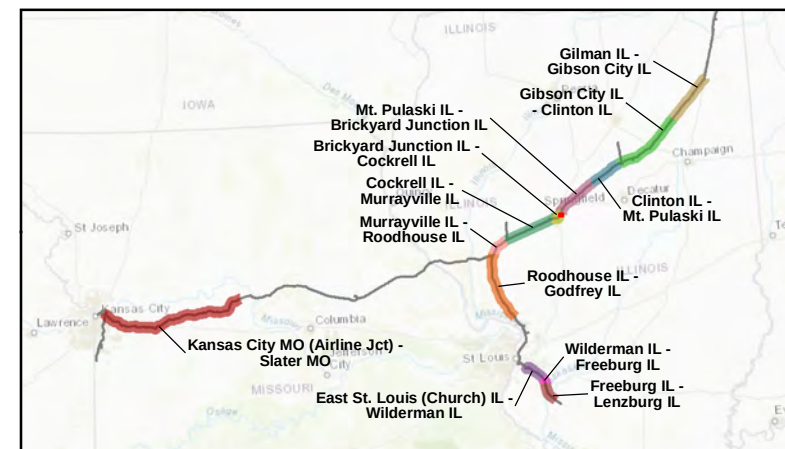
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| Cockrell IL - Murrayville IL | Kansas City MO (Airline Jct) - Slater MO |

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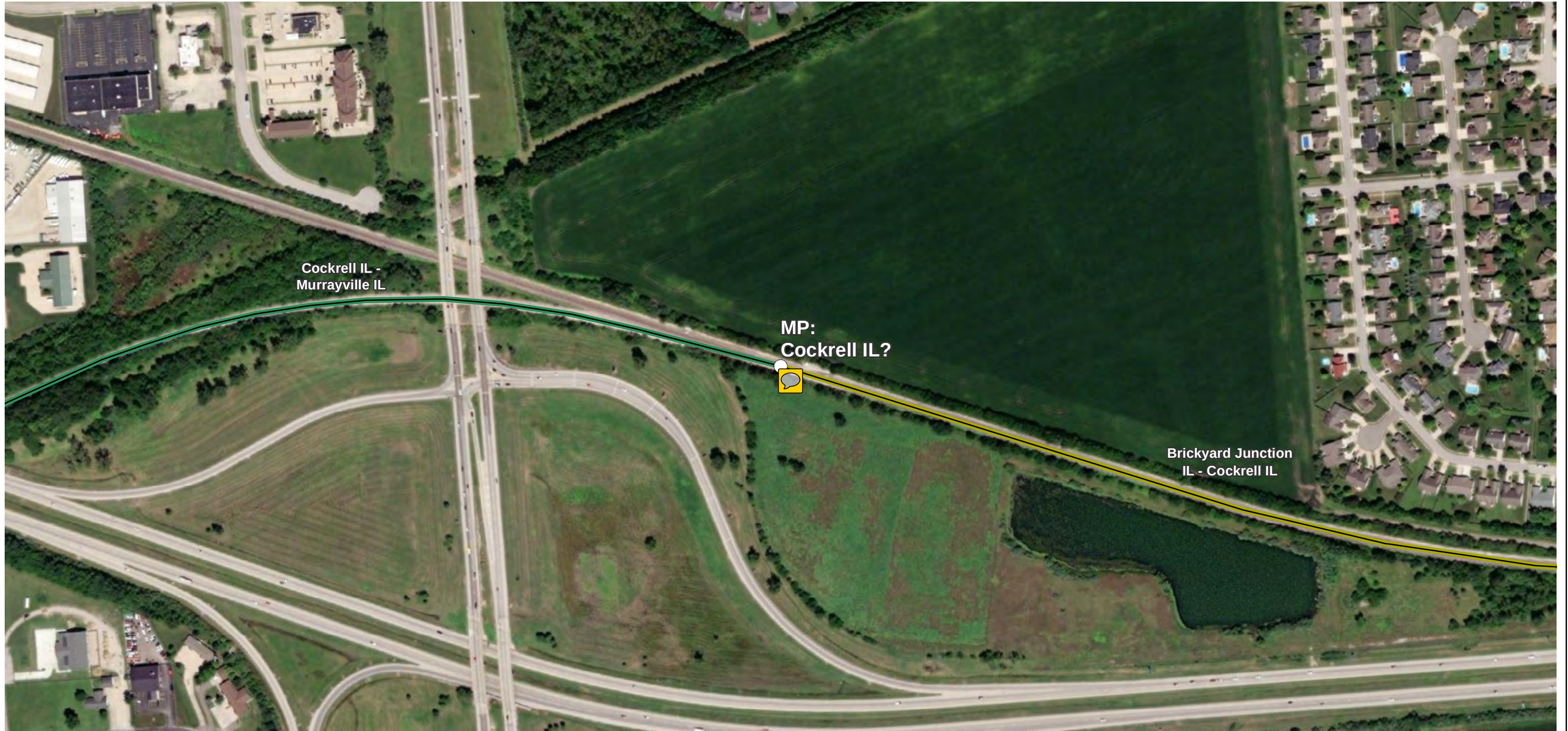
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Segment End Points
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Brickyard Junction IL

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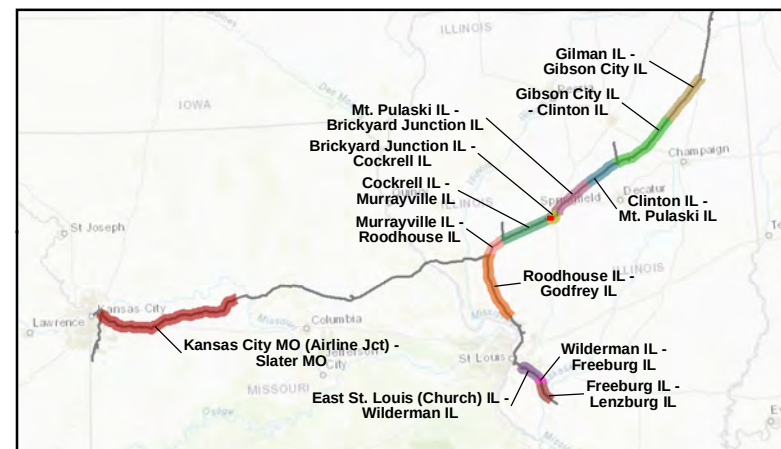
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Segment End Points
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Cockrell IL?

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- Segment End
- Existing Rail Line

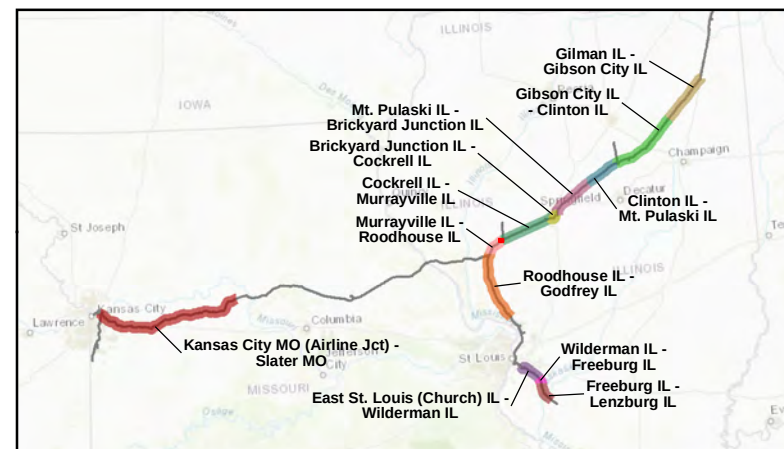
Increased Train Volume Segments

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Segment End Points
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Murrayville IL

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- Segment End
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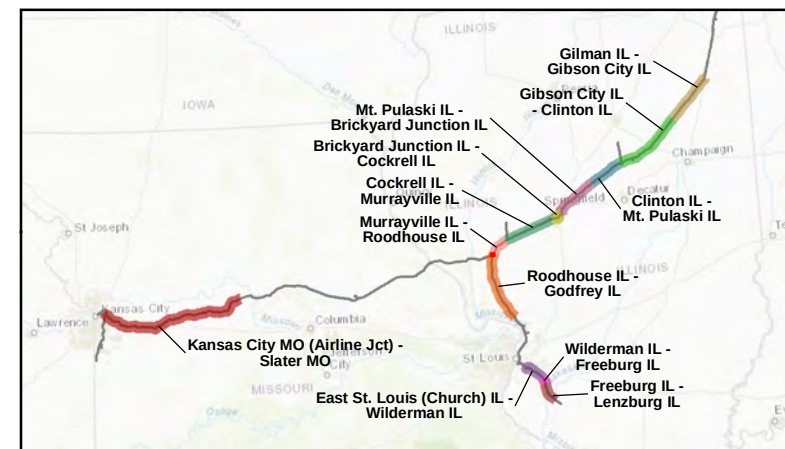
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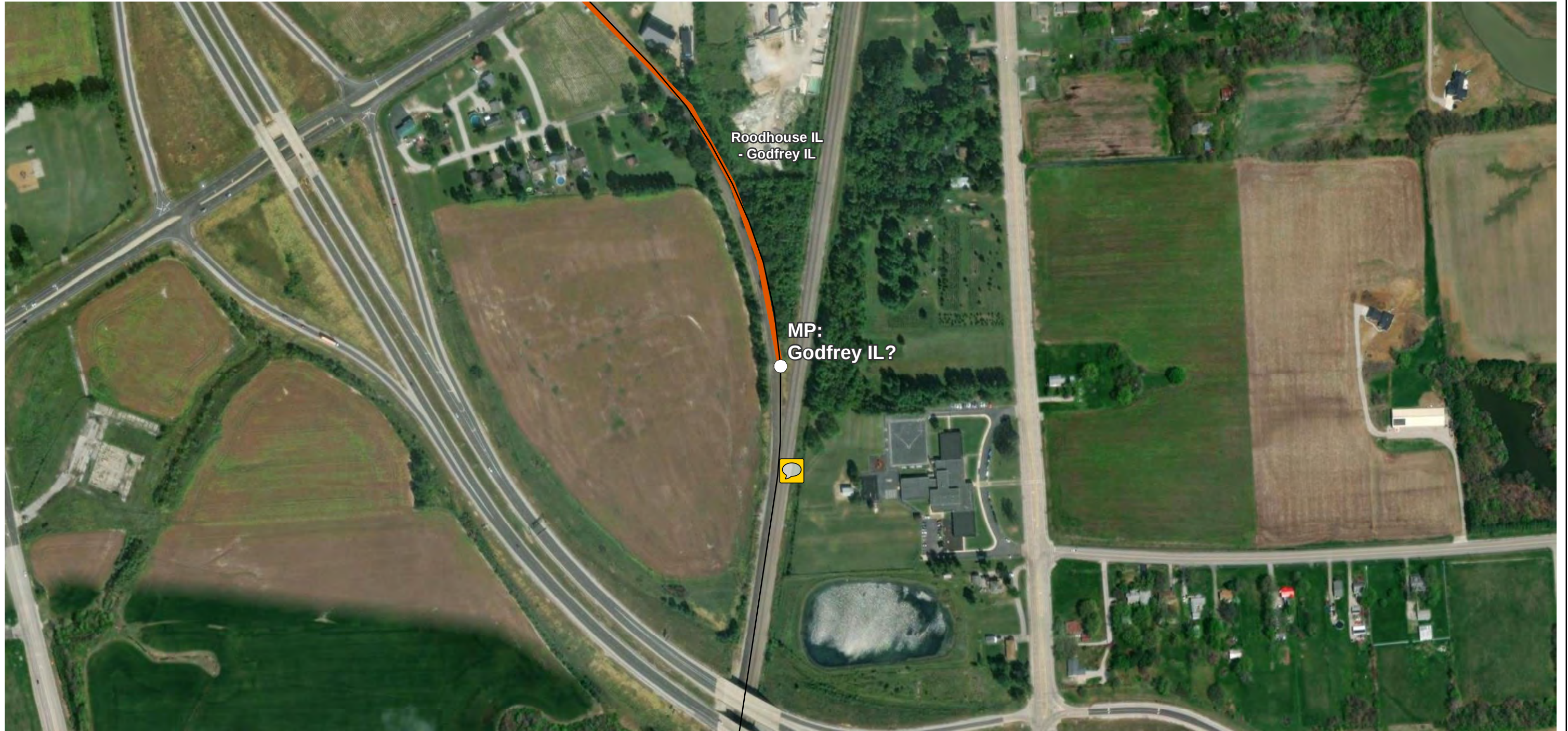
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Segment End Points
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Roodhouse IL

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- Segment End
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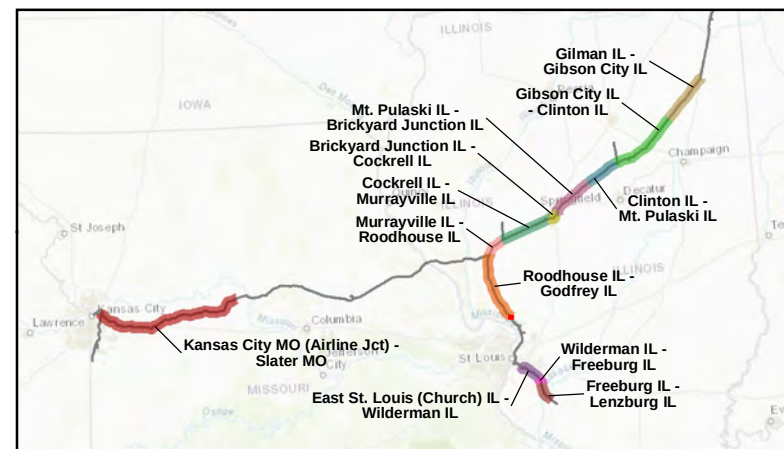
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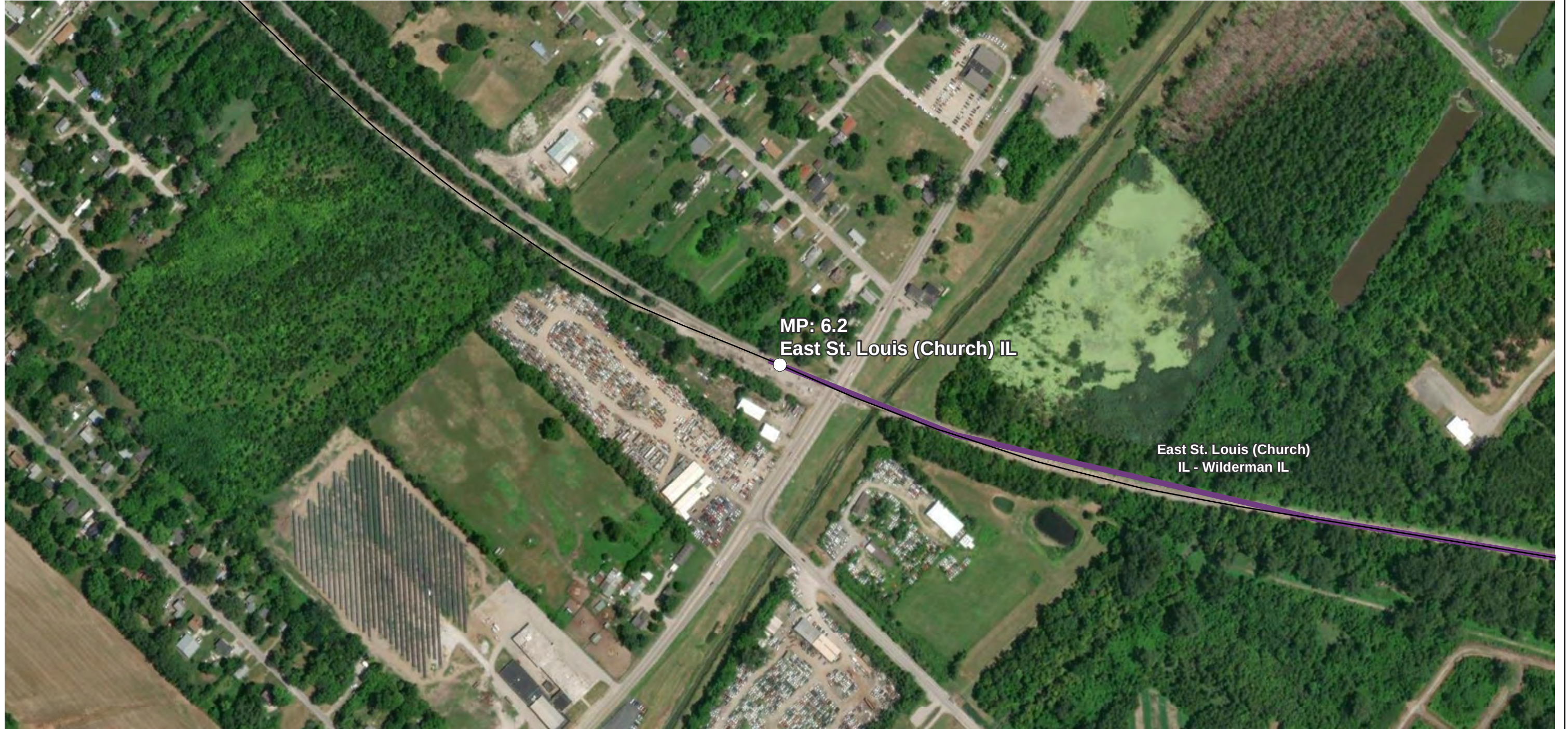
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Segment End Points
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Godfrey IL?

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- Segment End
- Existing Rail Line

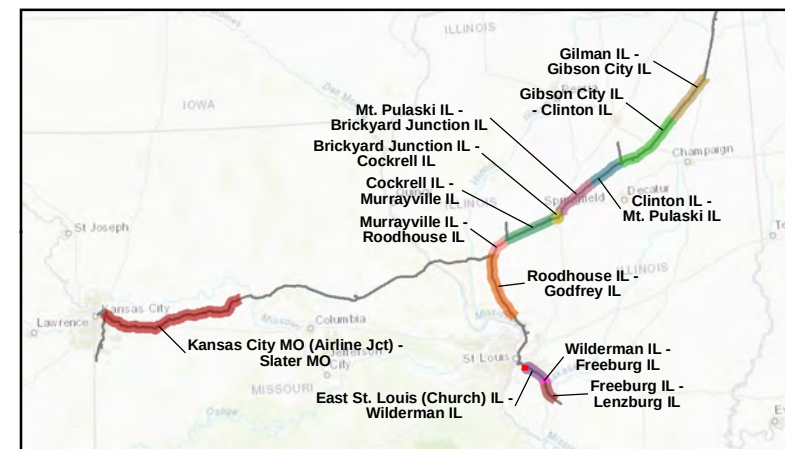
Increased Train Volume Segments

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Proposed Divesture to CN/IC

Segment End Points
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East St. Louis (Church) IL

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- Segment End
- Existing Rail Line

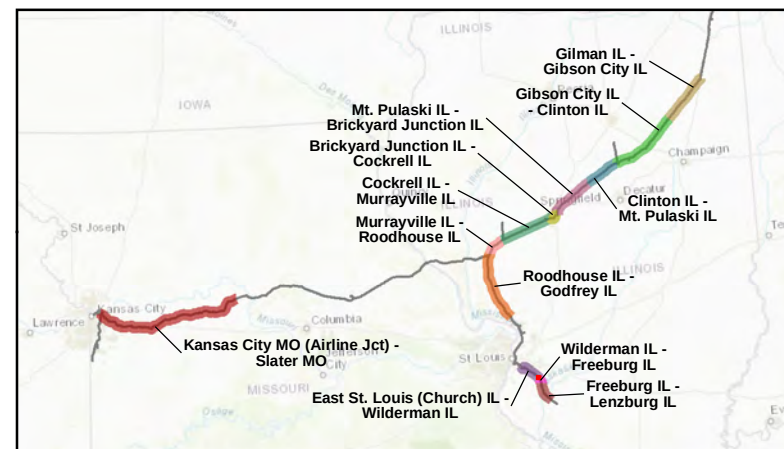
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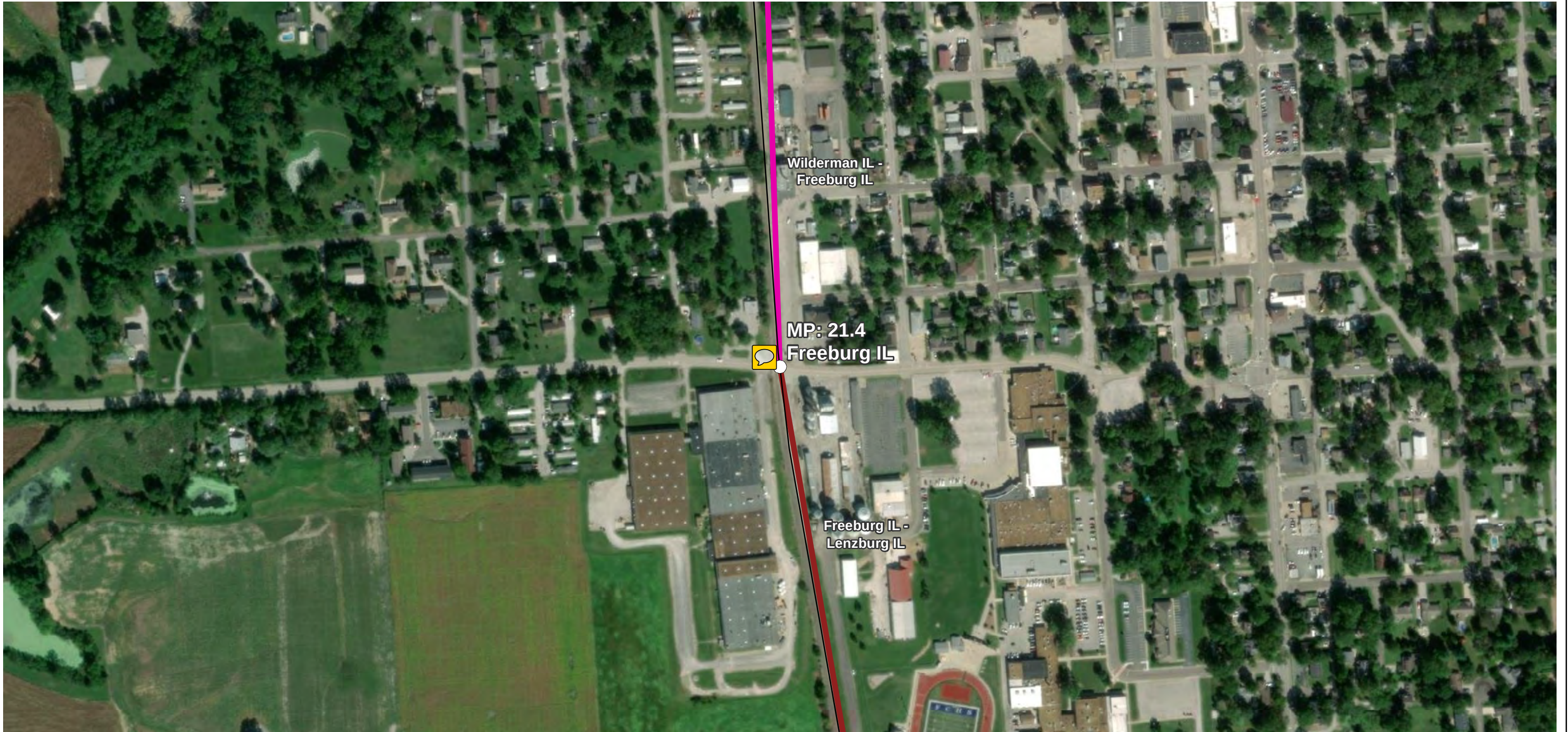
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Segment End Points
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Wilderman IL

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- Segment End
- Existing Rail Line

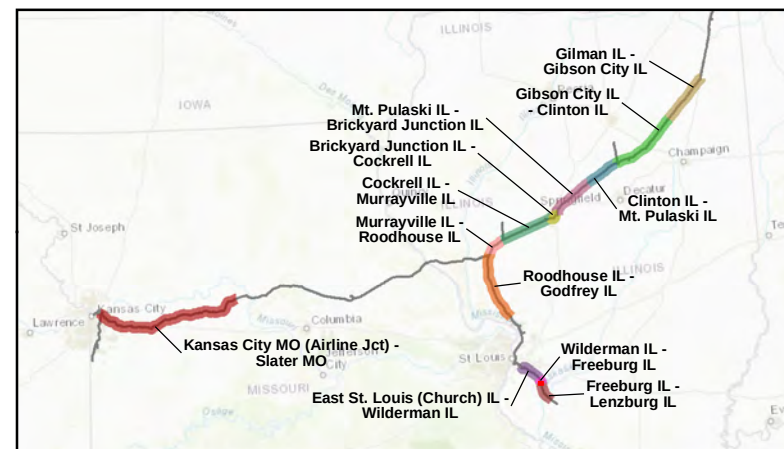
Increased Train Volume Segments

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Segment End Points
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Freeburg IL

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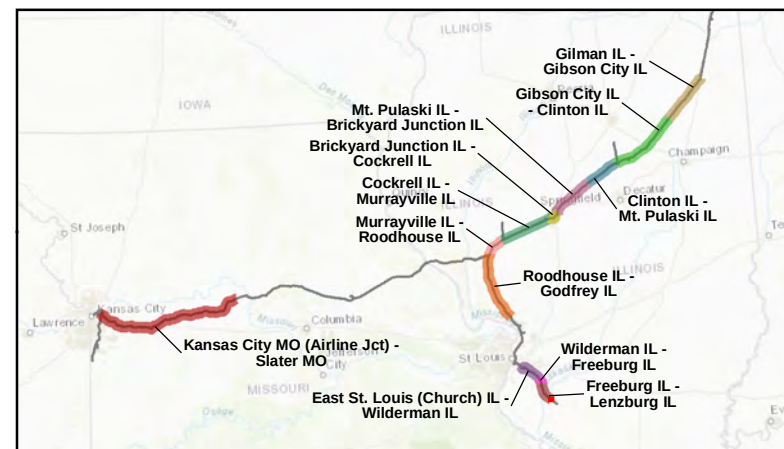
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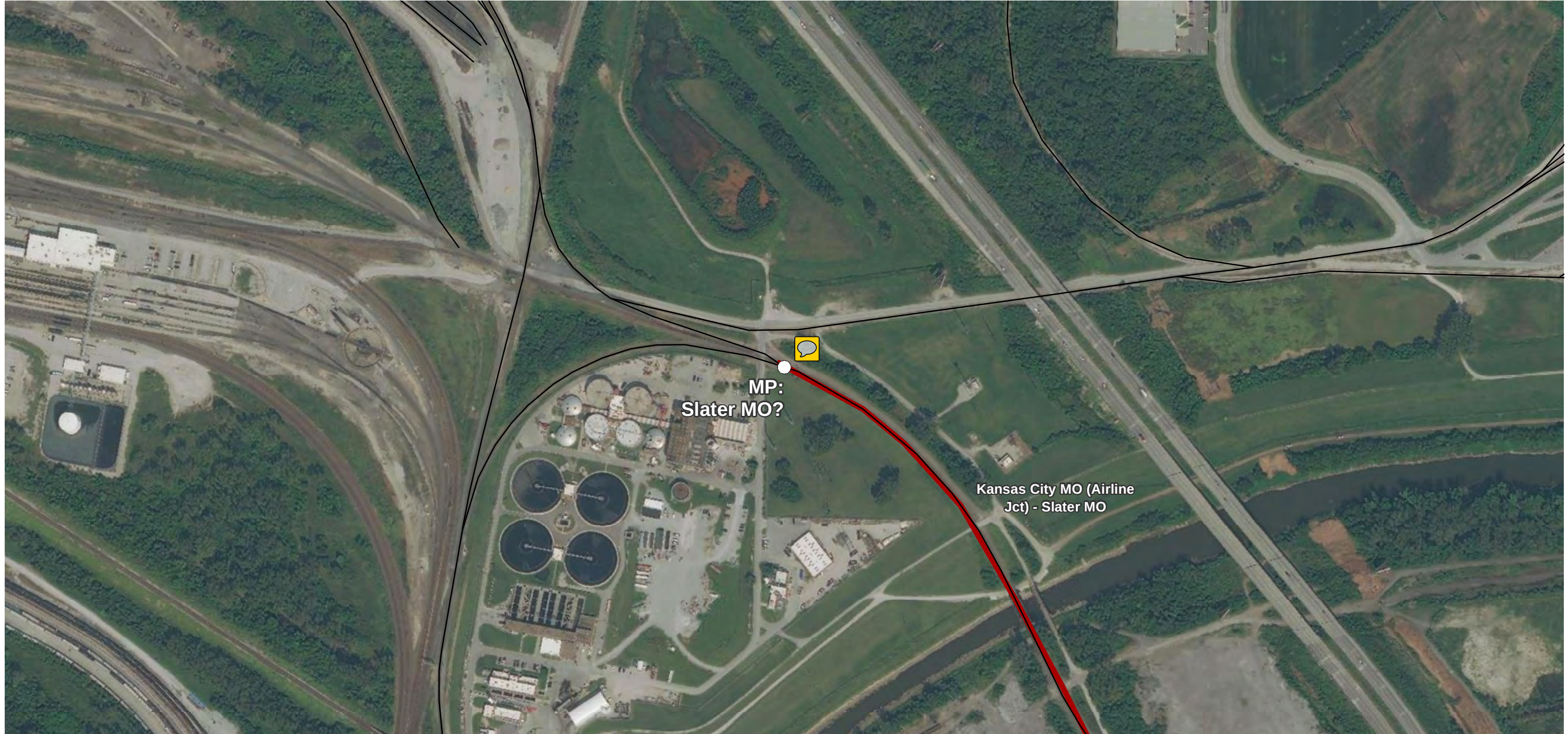
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Segment End Points
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Lenzburg IL

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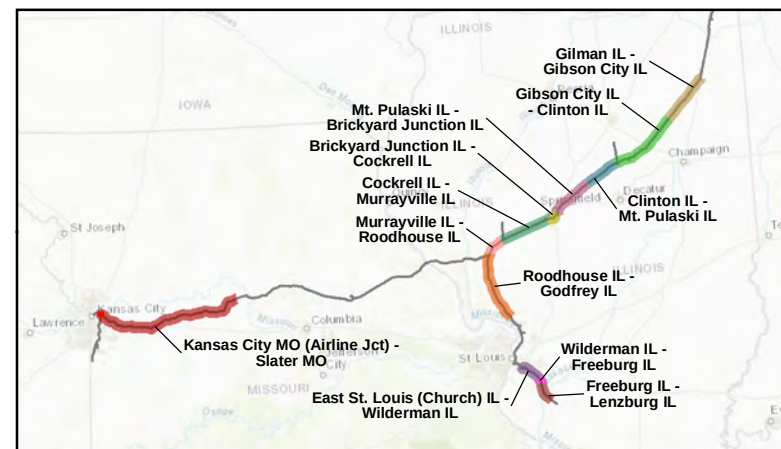
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Segment End Points
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Slater MO?