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October 29, 2026

Danielle Gosselin
Director
Office of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

Re: *Docket No. FD 36873 - Union Pacific Corporation and Union Pacific Railroad Company – Control – Norfolk Southern Corporation and Norfolk Southern Railway Company*

Dear Ms. Gosselin:

On behalf of Grand Trunk Corporation and its U.S. rail operating subsidiaries[1] (collectively, "CN"), we submit the attached materials to the Office of Environmental Analysis ("OEA") in support of CN's forthcoming responsive applications in the following sub-dockets[2]:

- **Sub-No. 2** - Illinois Central Railroad Company – Divestiture – Line of Union Pacific Railroad Company Between St. Louis, Mo. and Kansas City, Mo.;
- **Sub-No. 3** - Illinois Central Railroad Company – Overhead Trackage Rights – Line of Union Pacific Railroad Company Between St. Louis, Mo. and Kansas City, Mo.;

[1] Bessemer and Lake Erie Railroad Company, Cedar River Railroad Company, Chicago, Central & Pacific Railroad Company, Grand Trunk Western Railroad Company, Illinois Central Railroad Company, Iowa Northern Railway Company, The Pittsburgh & Conneaut Dock Company, and Wisconsin Central Ltd.

[2] Pursuant to 49 C.F.R. § 1105.6(c)(3), CN understands that OEA is not requesting any maps or other information relating to other trackage rights requests in CN's forthcoming responsive applications that are unrelated to the Kansas City line, including Sub-No. 7 (Tuscola, Illinois to East St. Louis, Illinois), Sub-No. 8 (Lenox/Mitchell, Illinois to East St. Louis, Illinois), Sub-No. 9 (Hillsboro, Illinois), and Sub-No. 10 (Manly/Iowa Falls, Iowa to Des Moines, Iowa). CN is submitting maps related to Sub-No. 5 (Eton, Missouri to Congo, Missouri) for completeness concerning the broader Kansas City requests.

- **Sub-No. 4** - Illinois Central Railroad Company – Overhead Trackage Rights – Line of Union Pacific Railroad Company Between Lydia Ave. and Broadway Blvd. in Kansas City, Mo.;
- **Sub-No. 5** - Illinois Central Railroad Company – Terminal Trackage Rights – Over Line of BNSF Railway Company Between Eton, Mo. and Congo, Mo.; and
- **Sub-No. 6** - Illinois Central Railroad Company – Lease and Purchase – Union Pacific Railroad Company Neff Yard in Kansas City, Mo.[3]

As shown on the enclosed index, CN is providing multiple maps concerning its requested conditions relating to (1) the divestiture of the Union Pacific line between St. Louis, Missouri and Kansas City, Missouri; and (2) the lease and/or purchase of Union Pacific's Neff Yard, including Neff intermodal terminal, in Kansas City, Missouri, in whole or in part. These maps are approximations based on CN's current knowledge of publicly available information.

In addition to these maps, OEA has requested five-year projections for anticipated traffic volumes (including for truck traffic), the anticipated number of trains per day on the main Kansas City line, and the anticipated number of railcars handled per day at Neff Yard. While that information is not yet available, CN will provide it to OEA as soon as those estimates are completed. CN also will provide OEA with information concerning its planned capital improvements for Neff Yard when available.

While CN's understanding is that OEA does not need specific information on hazardous materials loads within the traffic projections, or information pertaining to the trackage rights aspects of CN's forthcoming responsive applications or pertaining to other parts of CN's network, should OEA identify additional information needs (beyond the traffic projections and capital improvement requests), please let us know. CN is committed to promptly responding to any OEA supplemental requests.

Thank you for your attention to this matter, and please do not hesitate to contact me directly if you have any questions.

[3] CN petitioned for a waiver or clarification regarding trackage rights to Macoupin Energy LLC Shay Mine #1 near Carlinville, Illinois and trackage rights over the Terminal Railroad Association of St. Louis. *See* CN-31, FD 36873 (filed Oct. 5, 2026). As of the time of submission of this letter, the petition remains pending before the Board. CN will notify OEA if the resolution of CN's petition requires it to request additional sub-dockets and file additional responsive applications.

Respectfully submitted,

/s/ Sara Y. Razi

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Attorneys for CN

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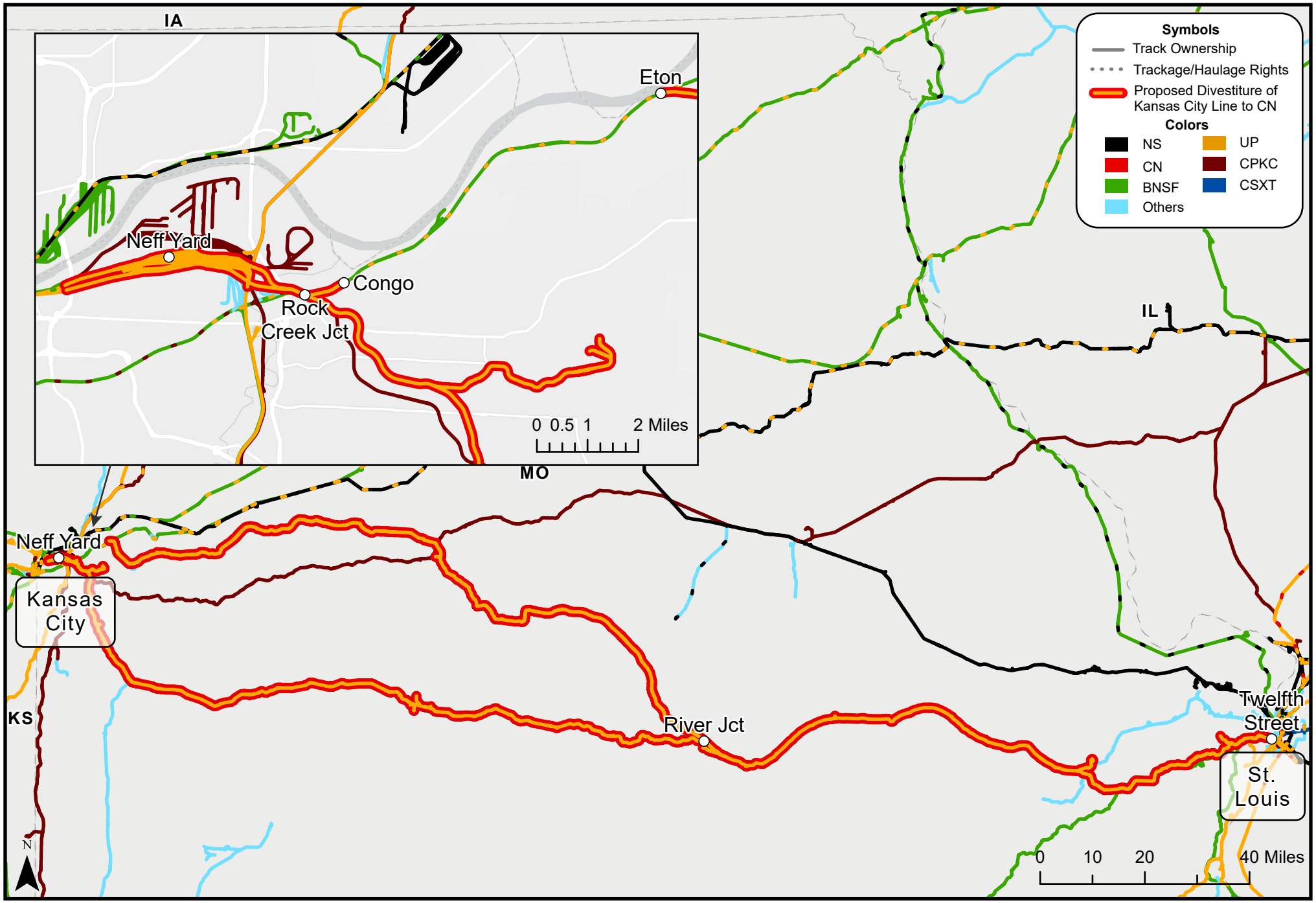
CERTIFICATE OF SERVICE

I hereby certify that, on October 29, 2026, I caused a true and correct copy of the foregoing to be served by first-class mail or email on all parties of record in this proceeding, the Secretary of Transportation, the Attorney General, and Administrative Law Judge Jenifer Soulikias.

/s/ Andrew Bernstein
Andrew Bernstein
Simpson Thacher & Bartlett LLP

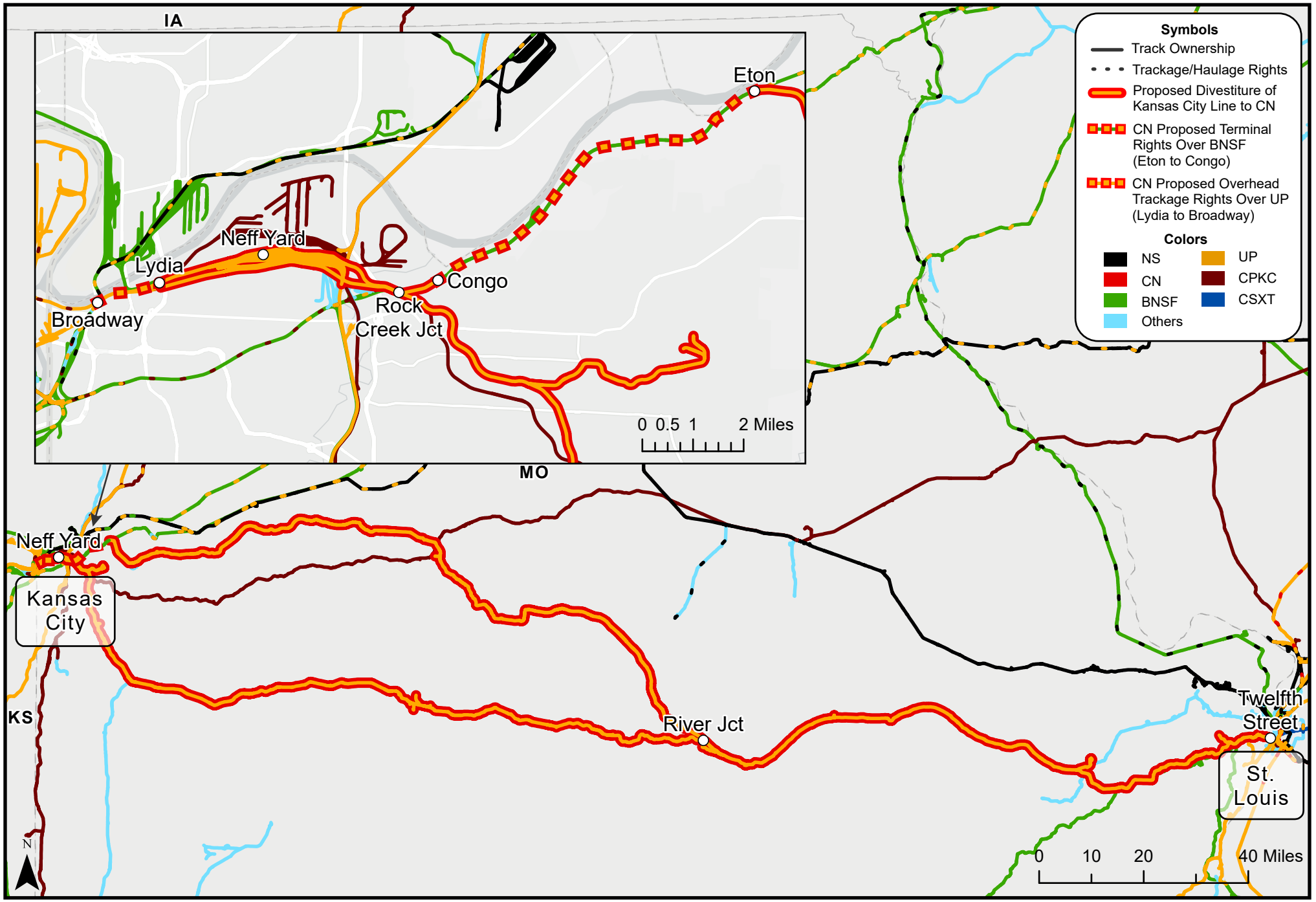
Kansas City Line and Neff Yard Area Maps

CN Condition for Divestiture of Kansas City Line



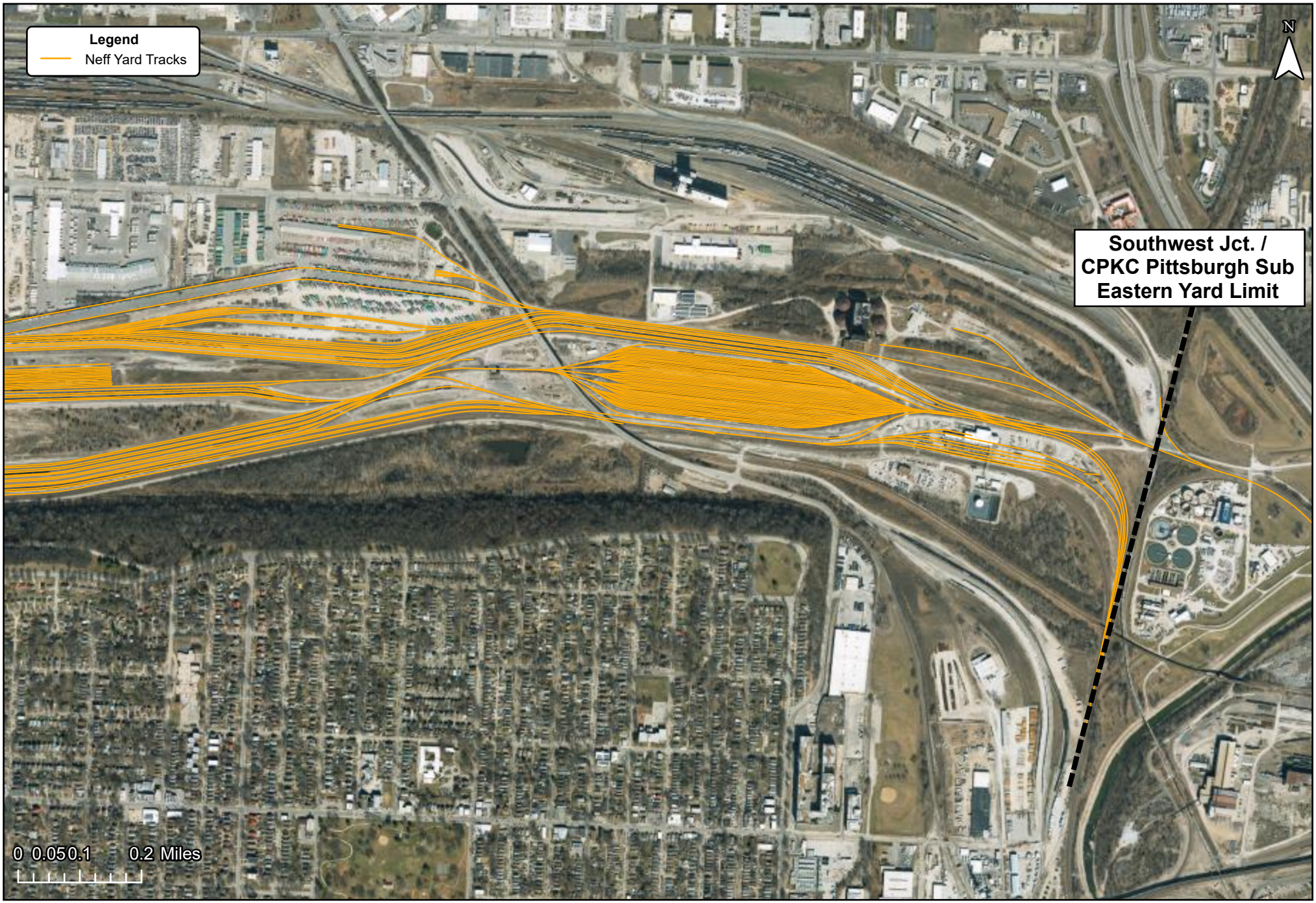
Sources: Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

CN Conditions for Kansas City Access



Sources: Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

Neff Yard – East Side



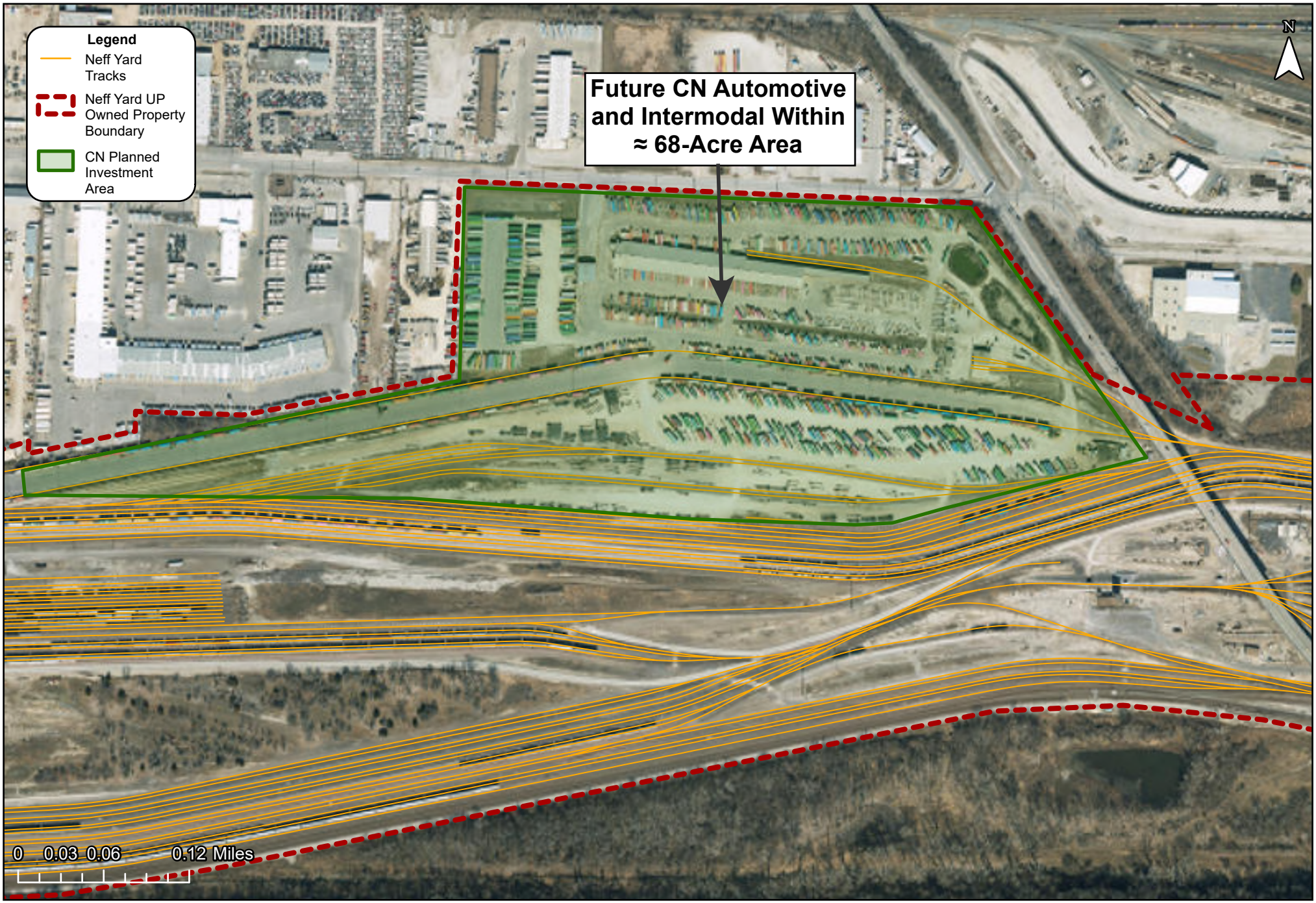
Sources: UP-40/NS-38, "GIS Shape Files.Zip," "UP_Yard_Track" Shapefile.

Neff Yard – West Side



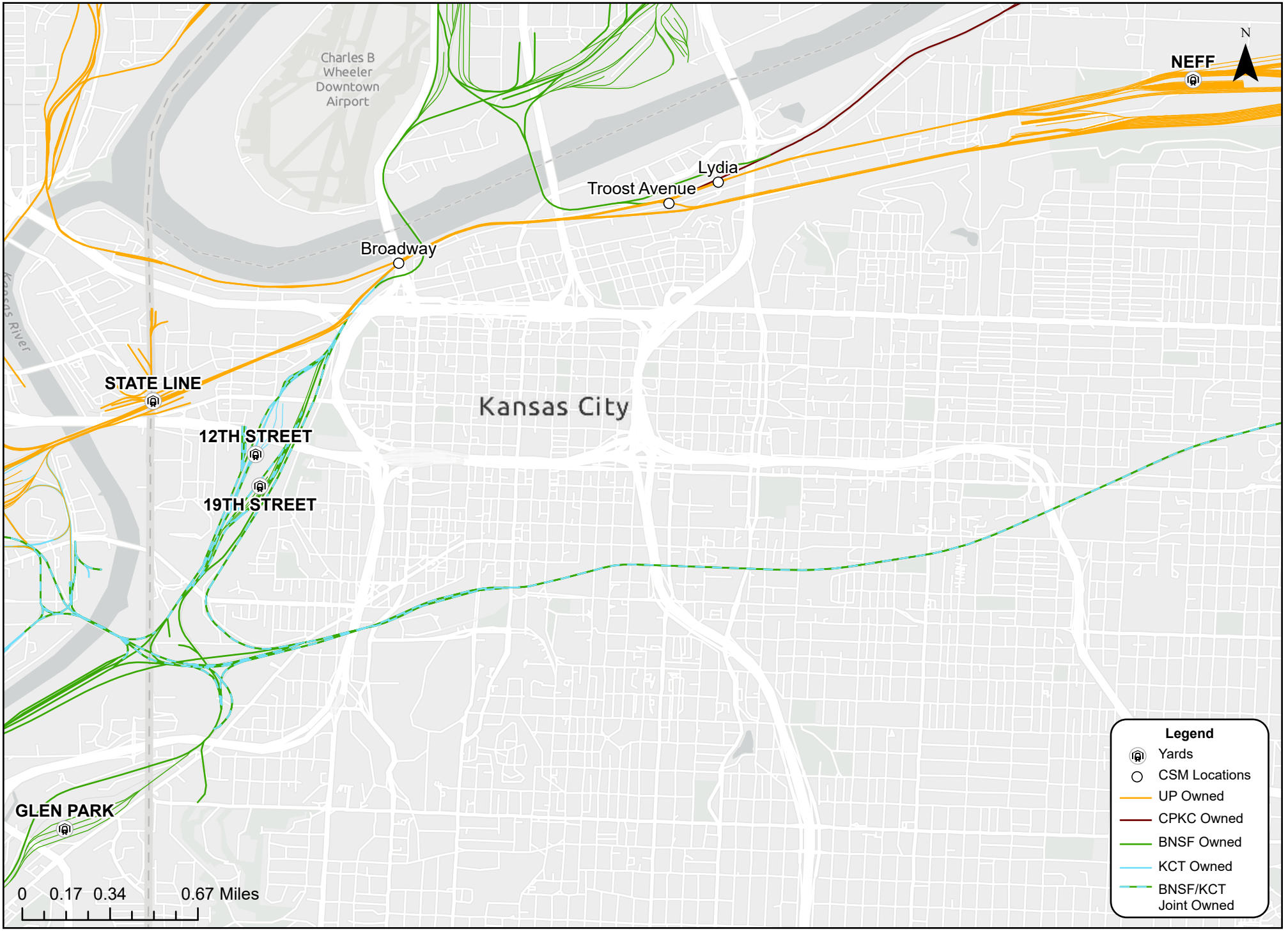
Sources: UP-40/NS-38, "GIS Shape Files.Zip," "UP_Yard_Track" Shapefile.

CN Planned Investment Area Within Neff Yard



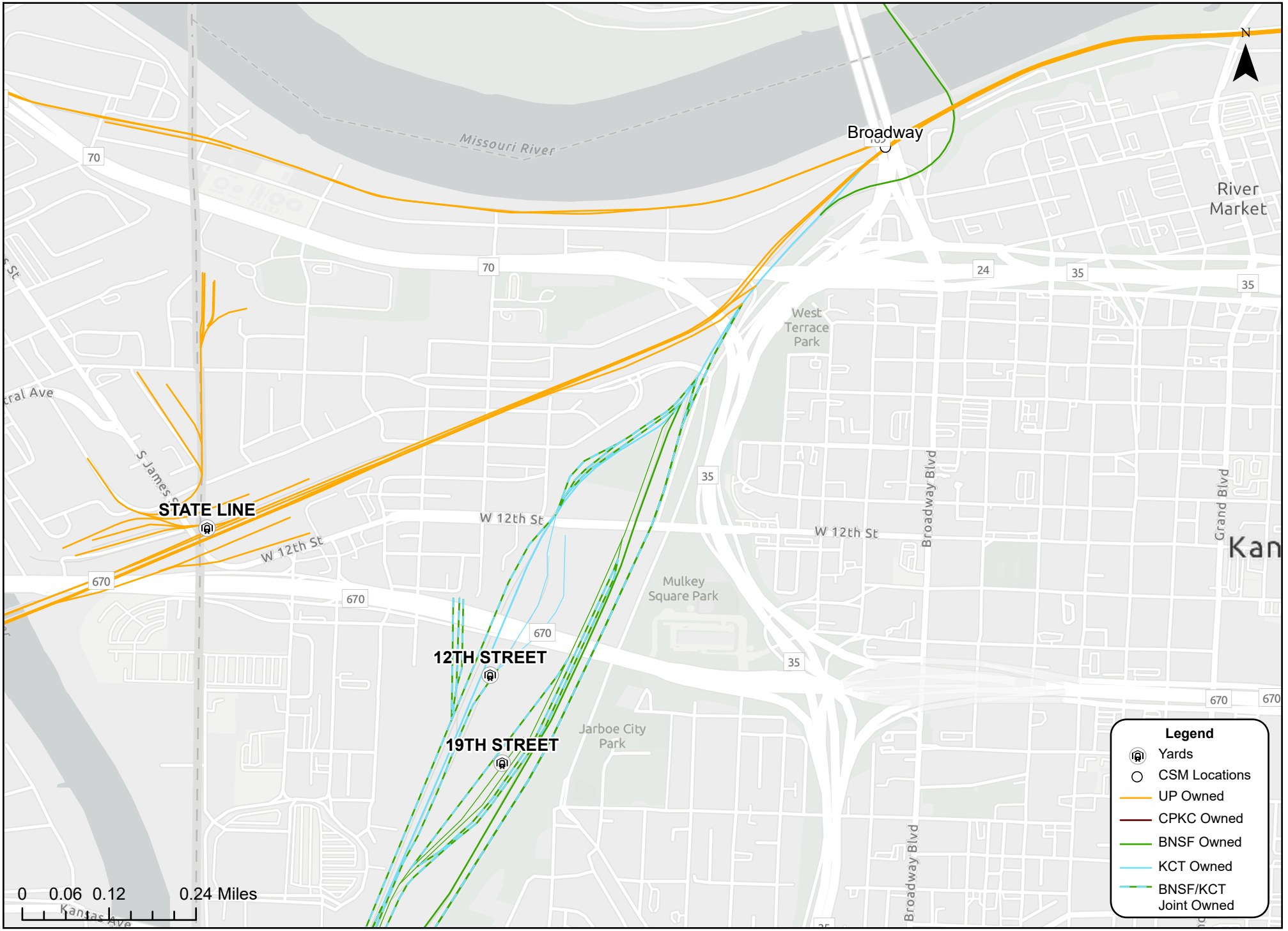
Sources: UP-40/NS-38, "GIS Shape Files.Zip," "UP_Yard_Track" Shapefile; Jackson County Parcel Viewer, www.jcgis.jacksongov.org/.parcelviewer/.

West of Neff Yard – Overview



Sources: UP-40/NS-38, "GIS Shape Files.Zip"; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

West of Neff Yard – Broadway Junction



Sources: UP-40/NS-38, "GIS Shape Files.Zip"; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

West of Neff Yard – Broadway Junction (Facing Northeast)



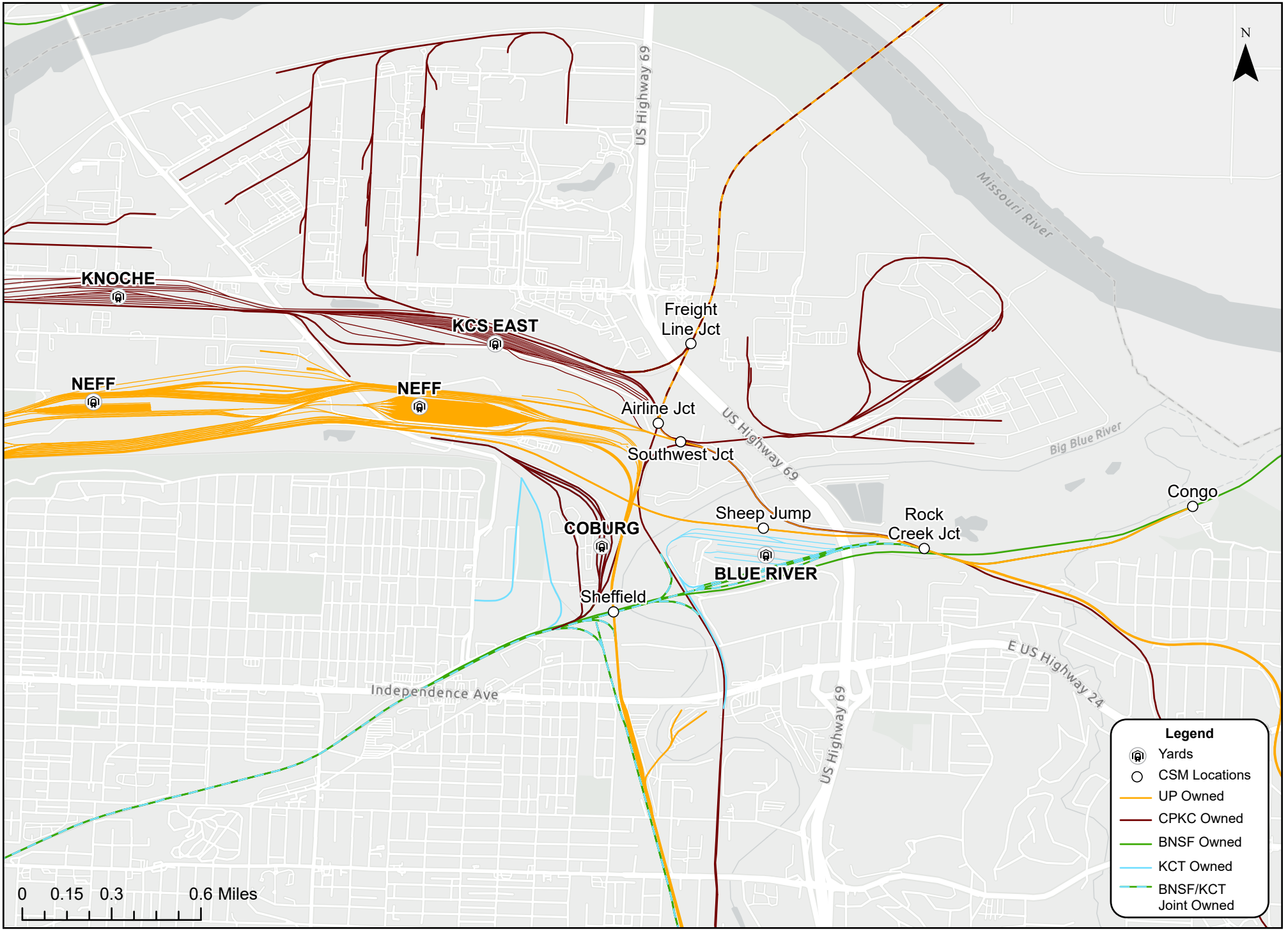
Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

West of Neff Yard – Broadway Junction (Facing Southwest)



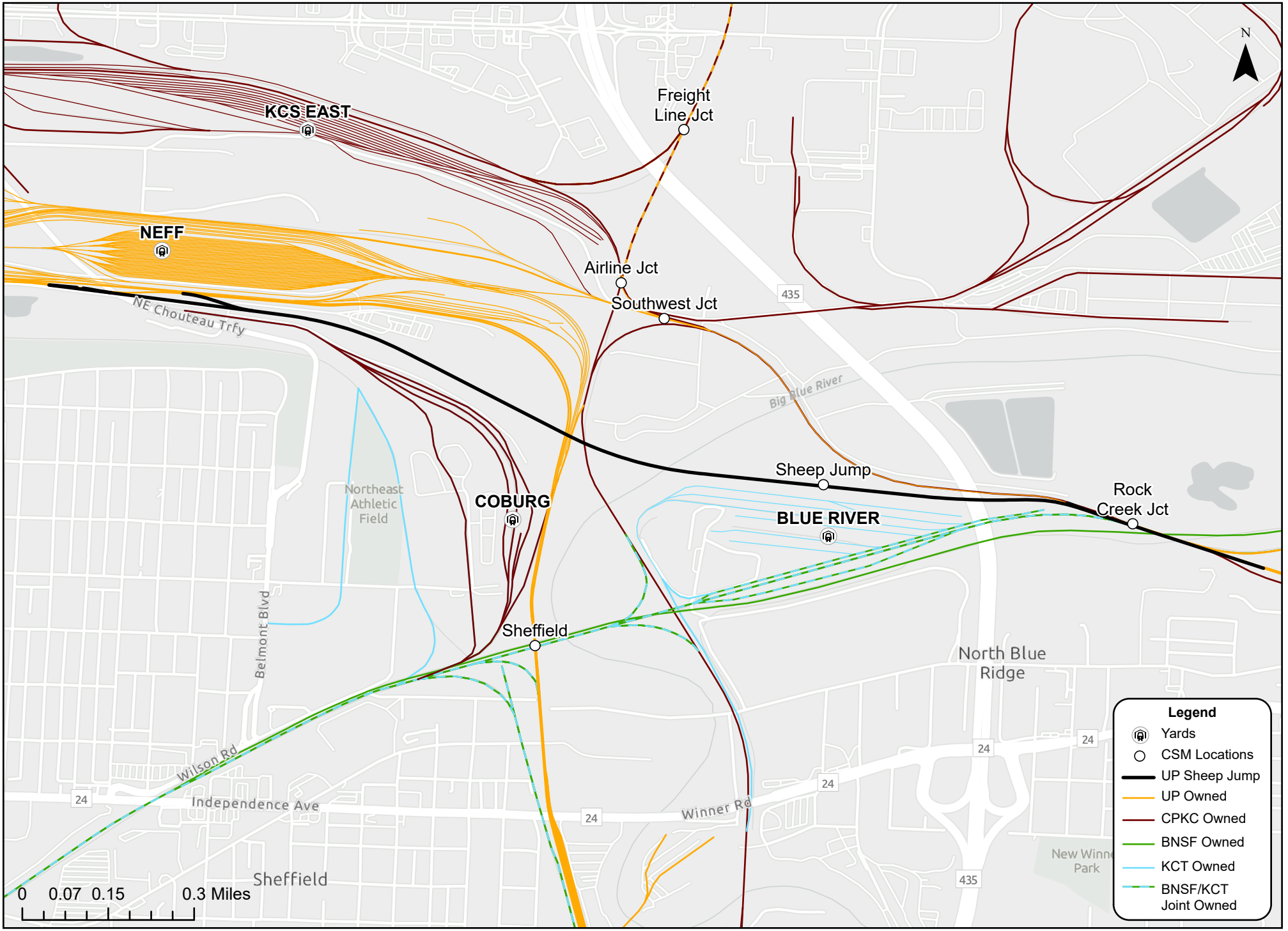
Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Overview



Sources: UP-40/NS-38, "GIS Shape Files.Zip"; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Sheep Jump Line



Sources: UP-40/NS-38, "GIS Shape Files.Zip"; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Rock Creek Junction (Facing North)



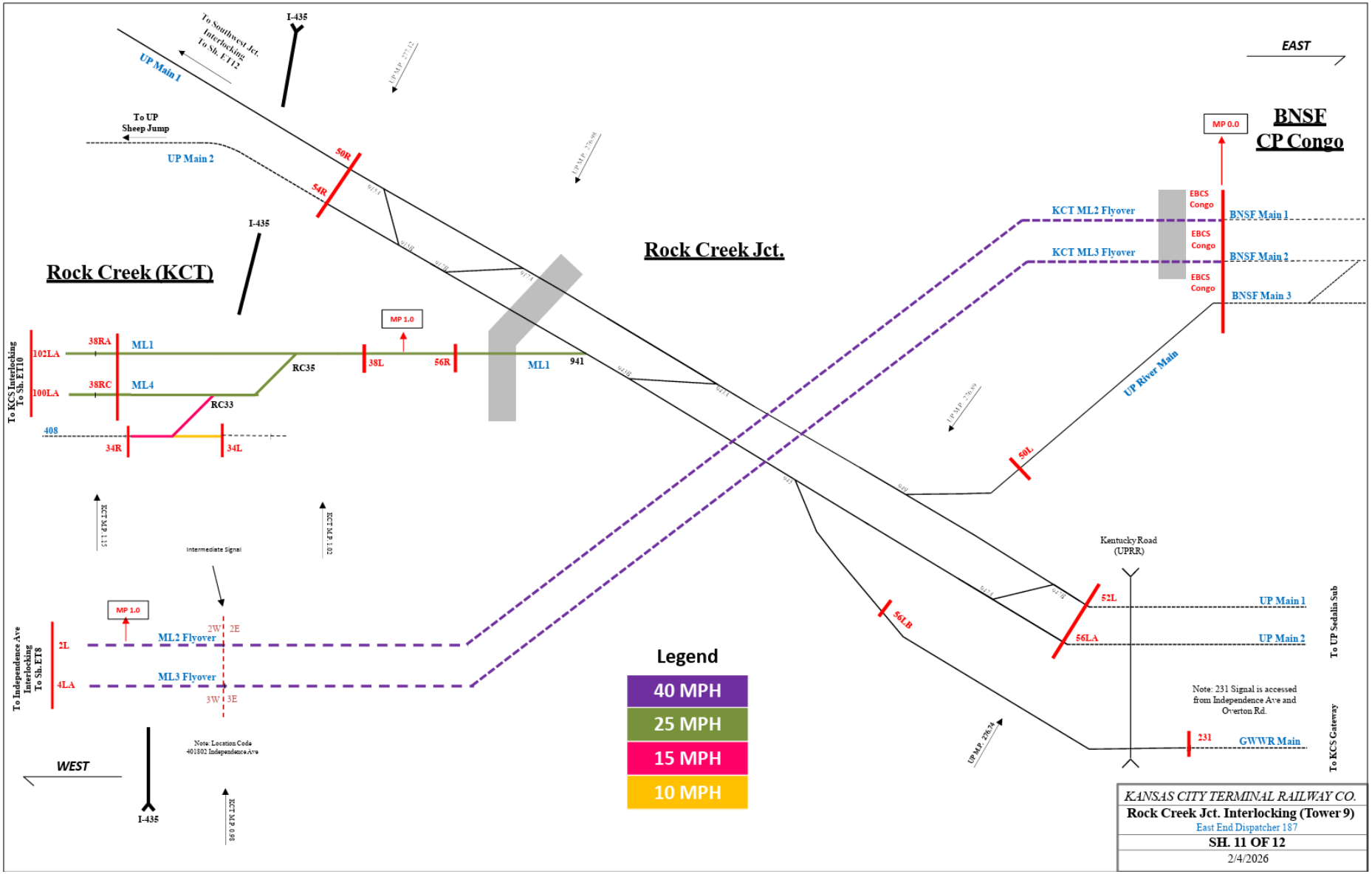
Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Rock Creek Junction (Facing East)



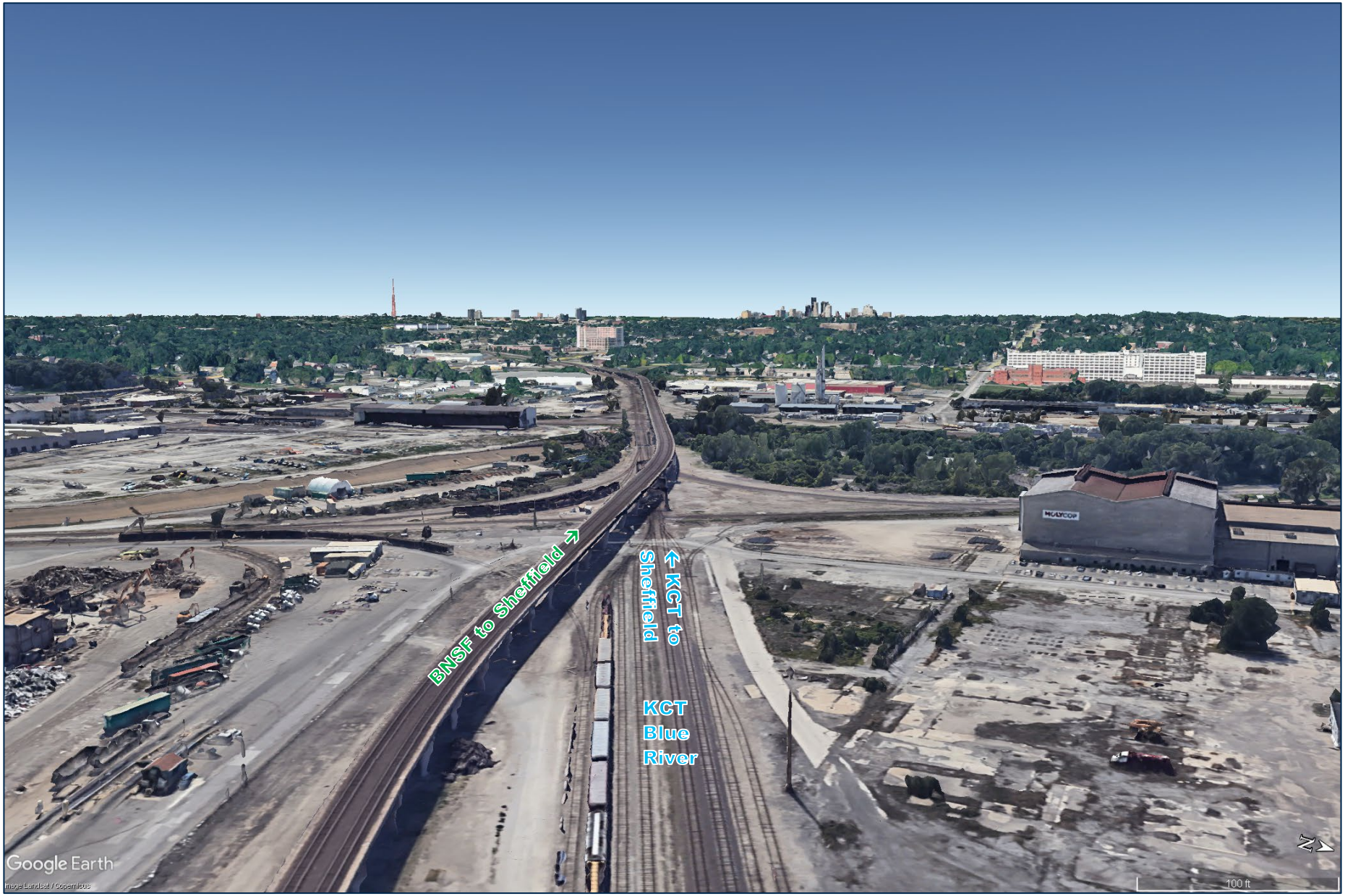
Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Rock Creek Junction – KCT Track Chart



Source: Kansas City Terminal Railway Track Diagram, KCT and BNSF, April 27, 2026, available at https://kctrailway.com/wp-content/uploads/2026/05/KCT-Track-Map-v4.27.26.pdf

East of Neff Yard – Blue River Yard Area (Facing West)



Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Independence Ave Area (Facing North)



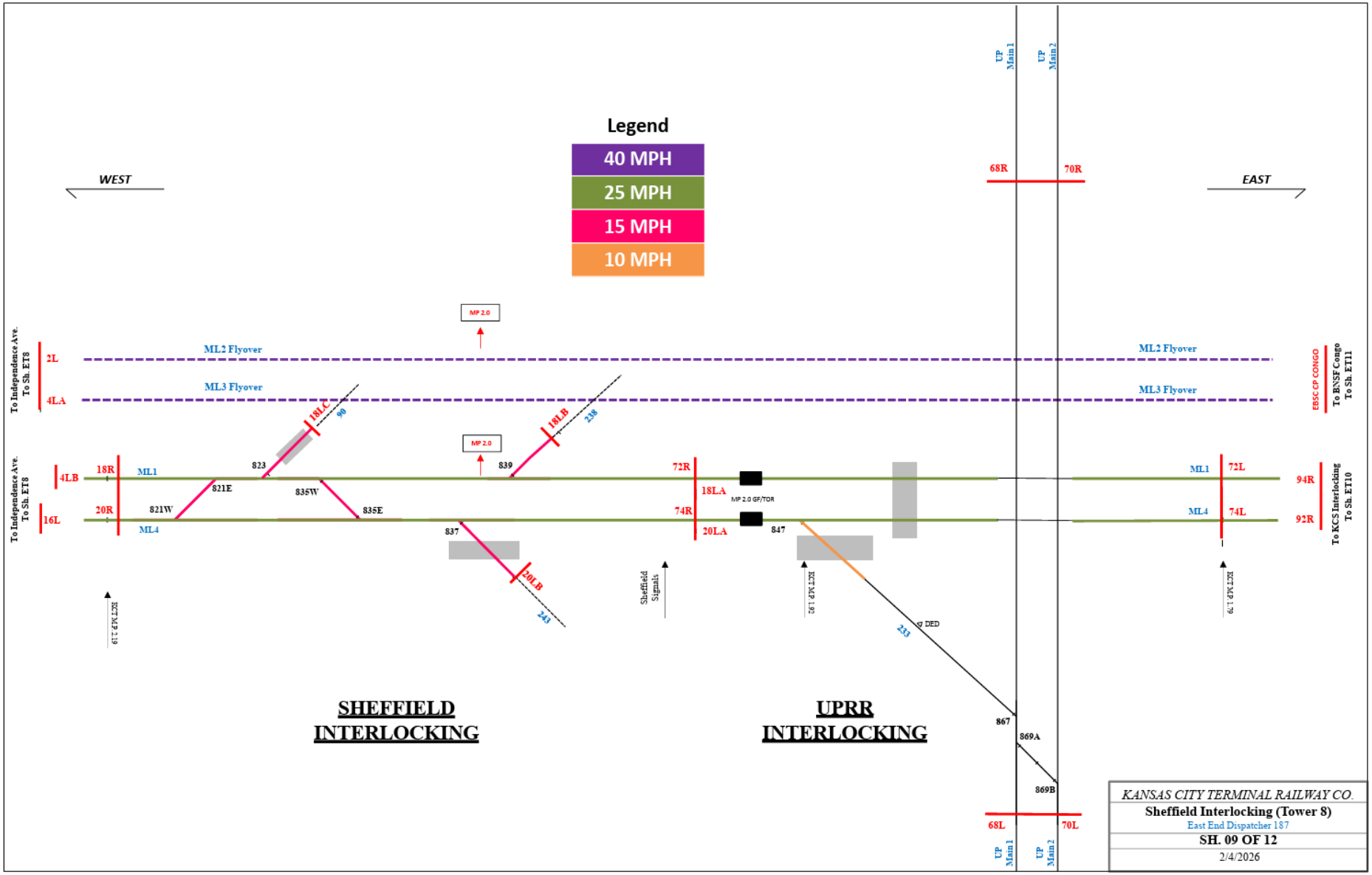
Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Sheffield Junction (Facing North)



Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Sheffield Junction – KCT Track Chart



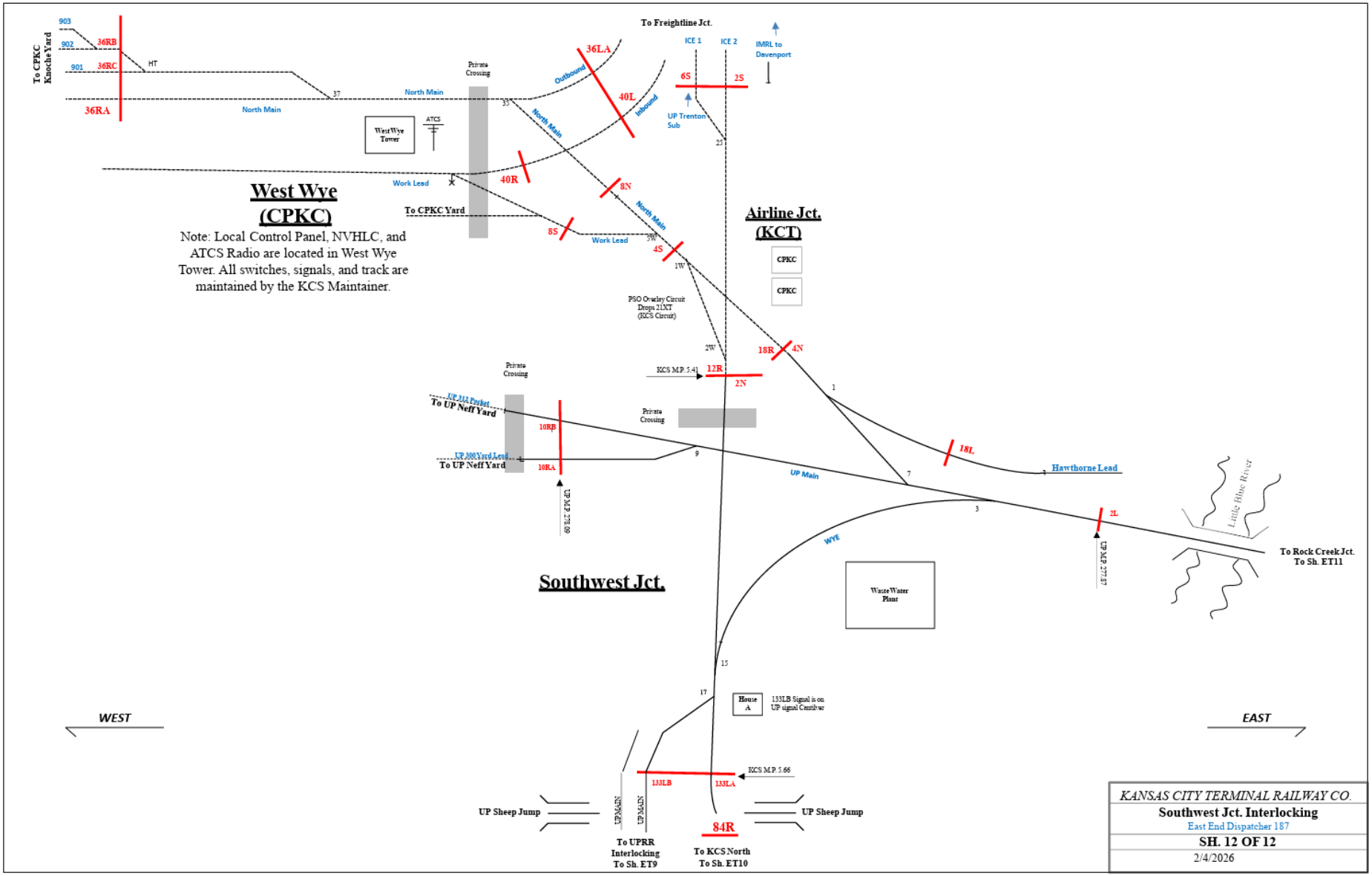
Source: Kansas City Terminal Railway Track Diagram, KCT and BNSF, April 27, 2026, available at https://kctrailway.com/wp-content/uploads/2026/05/KCT-Track-Map-v4.27.26.pdf

East of Neff Yard – Southwest Jct. and Airline Jct. (Facing North)



Source: Google Earth Pro; Federal Railroad Administration Shapefiles; Railinc Centralized Station Master.

East of Neff Yard – Southwest Junction and Airline Junction – KCT Track Chart



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