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Cynthia Brown
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Office of Proceedings
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

**Re: Docket No. FD 35068, Soo Line Railroad Company d/b/a Canadian Pacific
Railway – Acquisition and Operation Exemption – BNSF Railway Company**

Dear Ms. Brown:

Enclosed is a map which was attached to the Petition to Reopen filed by New Century Ag on December 20, 2018. It has been revised to reflect the correct ownership of the line from Niobe to Northgate, as it had erroneously listed the line as being owned by CP rather than by BNSF in the original filing. As the map was also contained in the Verified Statement of Lynn Michelson, I am also enclosing a revised page 5 of the statement.

We accordingly request that the original pages be replaced with these corrected pages, and apologize for any inconvenience this may cause. If you have any questions, please do not hesitate to contact me.

Very truly yours,

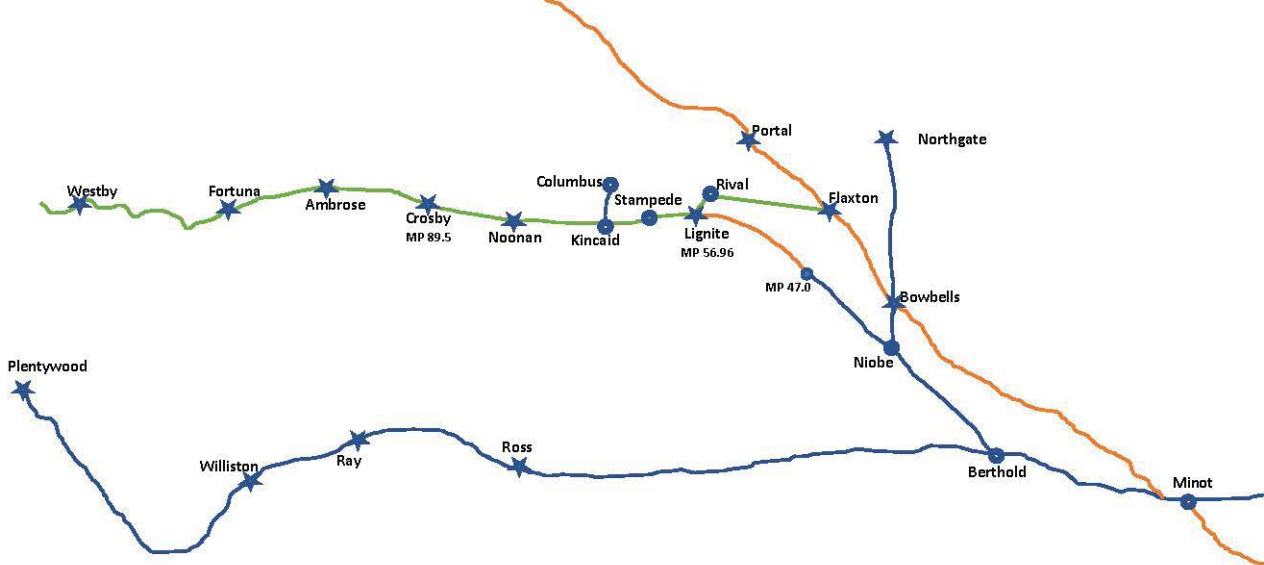


Edward D. Greenberg

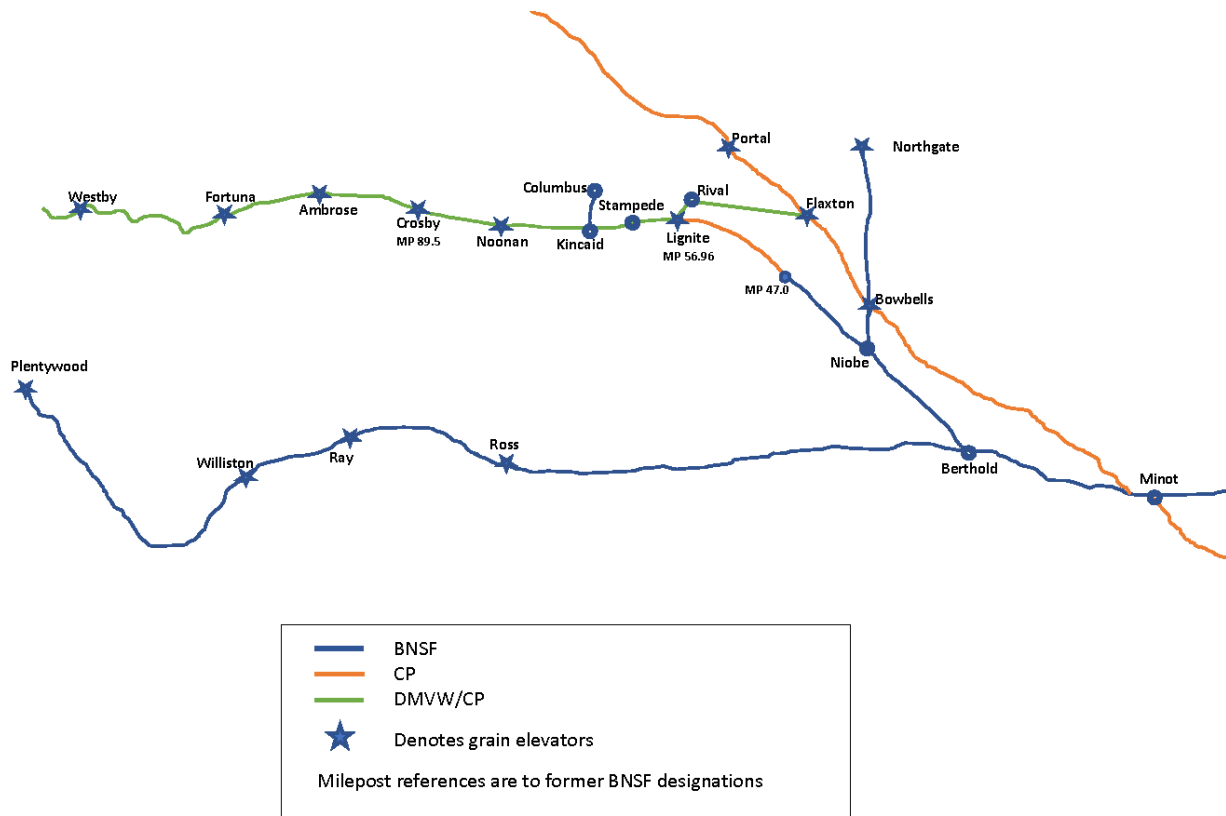
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REDACTED VERSION



10. The Joint Petition sought authorization of (1) BNSF's sale of its 50% interest in the 32.5 miles of track between Crosby and Lignite, North Dakota (along with certain connecting track), and (2) BNSF's retention of its ability to solicit and handle business from NCA and other shippers through the use of a Haulage Agreement with CP. BNSF and CP submitted a slightly redacted version of that agreement to the Board and the public docket, along with the accompanying Purchase and Sale Agreement. The Joint Petition also covered the acquisition by CP of the BNSF/Lignite Line that was previously 100% owned by BNSF. The Haulage Agreement was a key part of the transaction presented to the Board and was attached to the Purchase and Sale Agreement between BNSF and CP (which was Exhibit 2 to the Joint Petition