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Public Record

October 27, 2010

Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

BY ELECTRONIC FILING

Re: STB Finance Docket No. 35407
GNP Rly, Inc.—Acquisition and Operation Exemption—
Redmond Spur and Woodinville Subdivision

STB Docket No. AB-6 (Sub. No. 463X)
BNSF Railway Company—Abandonment Exemption—
In King County, WA

STB Docket No. AB-6 (Sub. No. 465X)
BNSF Railway Company—Abandonment Exemption—
In King County, WA

Dear Ms. Brown,

Petitioner GNP Rly, Inc. ("GNP") hereby amends and supplements its Petition in the within proceeding as follows:

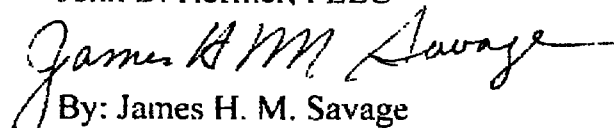
GNP's ongoing business develop initiatives have identified two additional shippers: Steeler, Inc. and UniSea, both of whom have tendered support letters collectively committing to at least 100 additional cars per year, which raises the overall shipper commitments to at least 350 cars per year with the potential for many more. See, September 14, 2010 Verified Support Letter of Matt Surowiecki,

Jr., c/o Steeler, Inc., annexed hereto as Exhibit H, and October 15, 2010 Verified Support Letter of Greg Clark, c/o UniSea, Inc., annexed hereto as Exhibit I.

GNP reserves the right to further supplement this response as additional information becomes available.

We thank the Board for its time and consideration.

Respectfully submitted,
John D. Heffner, PLLC


By: James H. M. Savage
Of counsel

cc: All parties (See Service Certificate)

CERTIFICATE OF SERVICE

I hereby certify that I caused to be served a copy of the foregoing pleading, GNPRLY, INC's AMENDED AND SUPPLEMENTAL LETTER PETITION upon the following persons on October 27, 2010:

By First Class Mail:

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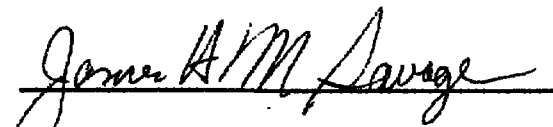
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By: James H. M. Savage, Esq.
Of Counsel

Dated: October 27, 2010

EXHIBIT H
STEELER, INC SUPPORT LETTER
AND VERIFICATION

Exhibit F

September 14, 2010

Ms. Cynthia T. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
335 E Street SW
Washington DC 20423-001

Re: Issaquah Subdivision (Redmond Spur) reactivation - Intent to Ship

Dear Ms. Brown:

We are Steeler Inc. of Seattle, Washington. We have recently purchased a new facility at 9150 Willows Rd. NE in Redmond, WA 98052. Created by my father in 1974, Steeler is the only continuously operated Steel Stud manufacturer in business in the U.S.A. since that time that has not been sold or declared bankruptcy.

Steeler manufactures steel studs, track joists, custom brake shoes (up to 32 ft.), Steeler Engineered Spline Clips, ShortWall Studs, CRC/DWC Resilient Channels, Block Track, Skip Track, Deflection Track, Corner Bead and Hanger Wire. We are also the Distributor of drywall products including gypsum wallboard, drywall mud, cornerbeads, tools, finishing products and many other accessories. In addition to the Seattle region, we have facilities in Tacoma, Spokane, Portland, Sacramento, San Francisco, Newark, CA, San Diego, Bakersfield, Phoenix, and Tucson, AZ.

As we considered our new property, we noticed from a newspaper story that the right might be served by a rail siding off of the Redmond spur. We contacted the GNP Railway and determined that we could do this. We desire to receive delivery of products and ship on that line. We understand that the GNP Railway has secured a lease of the siding off of that spur and at the entrance to our facility. And because of that, we support the petition of GNP Railway to restore the rail line between Woodinville and Redmond to active operation. Steeler Inc. is an important provider of drywall construction materials essential to both commercial construction and the reinvigoration of the Nation's construction industry. For the past 14 years I have been employed by Steeler Inc. as its Corporate Purchasing Manager. In that capacity I am responsible for all of the company's logistics decisions at all of our sites and all the shipping and receiving of Steeler's freight.

10022 MLK Jr. Way S. Seattle WA 98148 206-725-2500 206-750-1200 fax

Exhibit C-5

Exhibit D

Exhibit E

Exhibit F

Exhibit G

Exhibit C-5

Exhibit D

Exhibit E

It is my understanding that GNP has been authorized by the federal Surface Transportation Board to operate a rail line between Snohomish and Woodinville that was formerly owned and operated by BNSF Railway Company. I also understand that GNP desires to reactivate the branch off the Snohomish-Woodinville line that extends over to Redmond and would serve our facility located on Willows Rd. NE Redmond, WA. This branch has been in the process of being converted to recreational use as a rail trail.

Should GNP restore that branch to active rail service, Steeler Inc. is prepared to use that line to meet many of its transportation needs. We would expect to receive and ship a mixture of ten (10) to twenty (20) closed boxcars and/or flatcar center support freight cars per month starting as soon as the service is available. This traffic originates in several areas of the western United States. Currently we distribute product from our yard inTacoma, WA and receive raw materials by rail. We would prefer to use rail because increasing truck diesel fuel prices are passed along in prices to us and our customers. In addition, many of our suppliers are set up to use rail and would prefer that we ship that way.

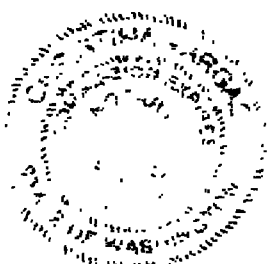
In conclusion, we urge the Board to grant GNP's petition to reactivate this rail line.

Sincerely,

Matt Surowiecki Jr.
Corporate Purchasing Manager
Steeler Inc.

I declare under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

Dated and signed: September 14, 2010



Matt Surowiecki

EXHIBIT I
UNISEA SUPPORT LETTER
AND VERIFICATION

UNISEA



CUSTOM PROCESSING

October 15, 2016

Ms. Cynthia J. Brown
Chief, Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street SW
Washington DC 20423-0001

Re: Issaquah Subdivision (Redmond Spur) reactivation - Intent to Ship, Docket # 15467

Dear Ms. Brown:

We are **Unisea, Inc.**, one of the world's leading producers of a variety of quality seafood products that are marketed and distributed throughout the world. We have our main state-of-the-art processing facilities in Dutch Harbor, Alaska. The company's corporate headquarters is located in Redmond, Washington adjacent to our secondary processing facility located at 15400 NE 90th St. Redmond, WA 98052.

Unisea was founded in 1974 to engage in the booming King Crab and Tanner Crab fisheries in the Dutch Harbor and Bering Sea areas of Alaska. In 1977 we completed initial construction of the cold storage and processing facility in Redmond. The plant has a floor area of 150,000 square feet with 27,000 square feet of processing area and 1.5 million cubic feet of cold storage space sited on 11 acres. At that time we had refrigerated rail service provided by the BNSF railroad on a siding at the rear of our plant, and shipped refrigerated cars of crab and other fish products nationally on a regular basis.

I am presently the Cold Storage Manager for the plant in Redmond. In that capacity I am responsible for all of the company's logistics decisions and all the shipping and receiving at the Redmond site. We have watched with anticipation the re-activation of the GNP Railway of the Redmond spur.

It is my understanding that GNP has been authorized by the federal Surface Transportation Board to operate a rail line between Snohomish and Woodinville. It was formerly owned and operated by BNSF Railway Company. I also understand that GNP desires to reactivate the branch off the Snohomish-Woodinville line that extends

Exhibit F

Exhibit G

Exhibit D

Exhibit E

over to Redmond and could serve the rear of our facility from a refurbished "Wallace siding" off the mainline from Willows Rd. NE Redmond, WA

Should GNP restore that branch to active rail service, UniSea Inc. is again prepared to use that line. To start, we would expect to receive and/or ship at least one refrigerated car per week starting as soon as the service is available. Currently, we receive raw fish product by container/truck from sea through the Port of Seattle. We would prefer to use rail to possibly receive, but surely to ship finished processed product from our Redmond facility. In addition, we believe there are many more potential customers who are currently using rail and we would like the opportunity to pursue this business.

In conclusion, we urge the Board to grant GNP's petition to reactivate this rail line.

Sincerely,

Dreg Clark
Cold Storage Manager
UniSea, Inc.

Pursuant to 28 U.S.C. 1746, I declare and verify under penalty of perjury under the laws of the United States of America that the foregoing is true and correct.

October 11, October 11, 2010

Dreg Clark