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# TROUTMAN SANDERS LLP

A T T O R N E Y S   A T   L A W  
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July 22, 2004

VIA FASCIMILE (217) 353-6676 (without attachments)  
and Overnight via UPS (with attachments)



Mr. James B. Johnson  
USDA, Natural Resources Conservation Service  
2118 West Park Court  
Champaign, Illinois 61821

Re: STB F.D. No. 34435, Ameren Energy Generating Co. - Construction and  
Operation - Between Coffeen and Walshville, Illinois

Dear Mr. Johnson:

The following information is provided in response to the NRCS letter to Victoria Rutson of the Surface Transportation Board ("STB") and dated April 1, 2004 regarding the rail construction and operation project in Montgomery and Bond Counties that is proposed by Ameren Energy Generating Co.'s ("AEGC") subsidiary Coffeen and Western Railroad Company ("CWRC"). As requested by your department, this letter includes a project summary and information on the total acres to be converted for each alternative. In addition, please find enclosed the detailed soil mapping unit sheets for each route and a map with the nearest cities and towns, as also requested by your department.

### Project Summary

AEGC, on behalf of its recently formed railroad subsidiary CWRC, filed a petition on February 5, 2004 with the STB, seeking an exemption from the prior approval requirements of 49 U.S.C. § 10901 for the construction and operation of a rail line, approximately thirteen (13) miles in length, between Ameren's Coffeen Power Plant in the vicinity of Coffeen, Illinois to a connection with the Union Pacific Railroad ("UP") and a separate connection to the Burlington Northern Santa Fe Railway ("BNSF") both in the vicinity of Walshville, Illinois.

Ameren's Coffeen Power Plant receives approximately 2.5 millions tons of coal per year. The plant is currently solely rail-served by the Norfolk Southern Railway ("NS"). Other modes of transporting the coal to the Coffeen Plant are not feasible. In order to keep the Coffeen Plant competitive, Ameren looked at new rail connections to maximize rail service options to the plant.

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Ameren evaluated various routes, and the preferred route to date consists of constructing an approximately 13 mile line ("Route A"). Route A starts at Coffeen and travels southwest and roughly parallel to the NS track for approximately one mile, crosses the NS line once, closely follows existing transmission lines until near the end of the line where two separate connections would be constructed to extend the new construction to UP and to BNSF, both near Walshville, Illinois.

A second possible route, Route B, would require NS to voluntarily agree to sell the existing 12 mile island track to Ameren that extends from Sorento, Illinois to the Coffeen Plant track. Ameren would then construct a rail line from a point near the end of the NS's line at Sorento, Illinois north to the UP at a point east of Walshville. The total length of this line would be five miles. Ameren formally submitted a proposal to purchase this line to NS but to date, NS has not agreed to sell the 12 miles existing track to Ameren.

Ameren initiated the environmental review process at a preliminary meeting with the STB's environmental staff on October 7, 2003. On November 14, 2003, the STB approved Dawkins Environmental Consulting as the third party contractor to assist in preparing the environmental review document. Consultation letters were sent out by the STB to various federal and state agencies, including NRCS, on March 12, 2004. A site visit was held for the STB and the third party contractor on May 13, 2004. On June 29, 2004, the STB granted CWRC's request to proceed with the preparation of an Environmental Assessment ("EA") of the project. The EA process is currently underway. The EA will look at farmland, impacts on archaeological and historical sites, and wetlands as noted in the NRCS April 1, 2004 letter. In addition, consultation and applicable permitting will be undertaken with U.S. Army Corps of Engineers, Illinois Historic Preservation Agency and other agencies as warranted.

### **Total Acres**

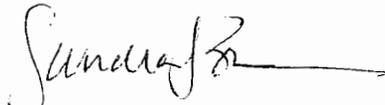
Route A of the proposed line is to be located within a limited and defined geographic region of Montgomery County, Illinois. The total acreage to be converted for Route A is 178.02 acres. Proposed Route B is also in a limited and defined geographic area of Montgomery County and briefly enters Bond County, Illinois. The total acreage to be converted for Route B is 53.17 acres. The converted acreage and associated soils are shown on the enclosed soil mapping unit sheets. Also enclosed is a map showing the county lines, cities and towns in proximity to the alternative routes.

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If you have any questions regarding this letter or the enclosed documents, please feel free to contact me directly at 202-274-2959.

Sincerely yours,

A handwritten signature in cursive script, appearing to read "Sandra L. Brown", with a horizontal line extending to the right.

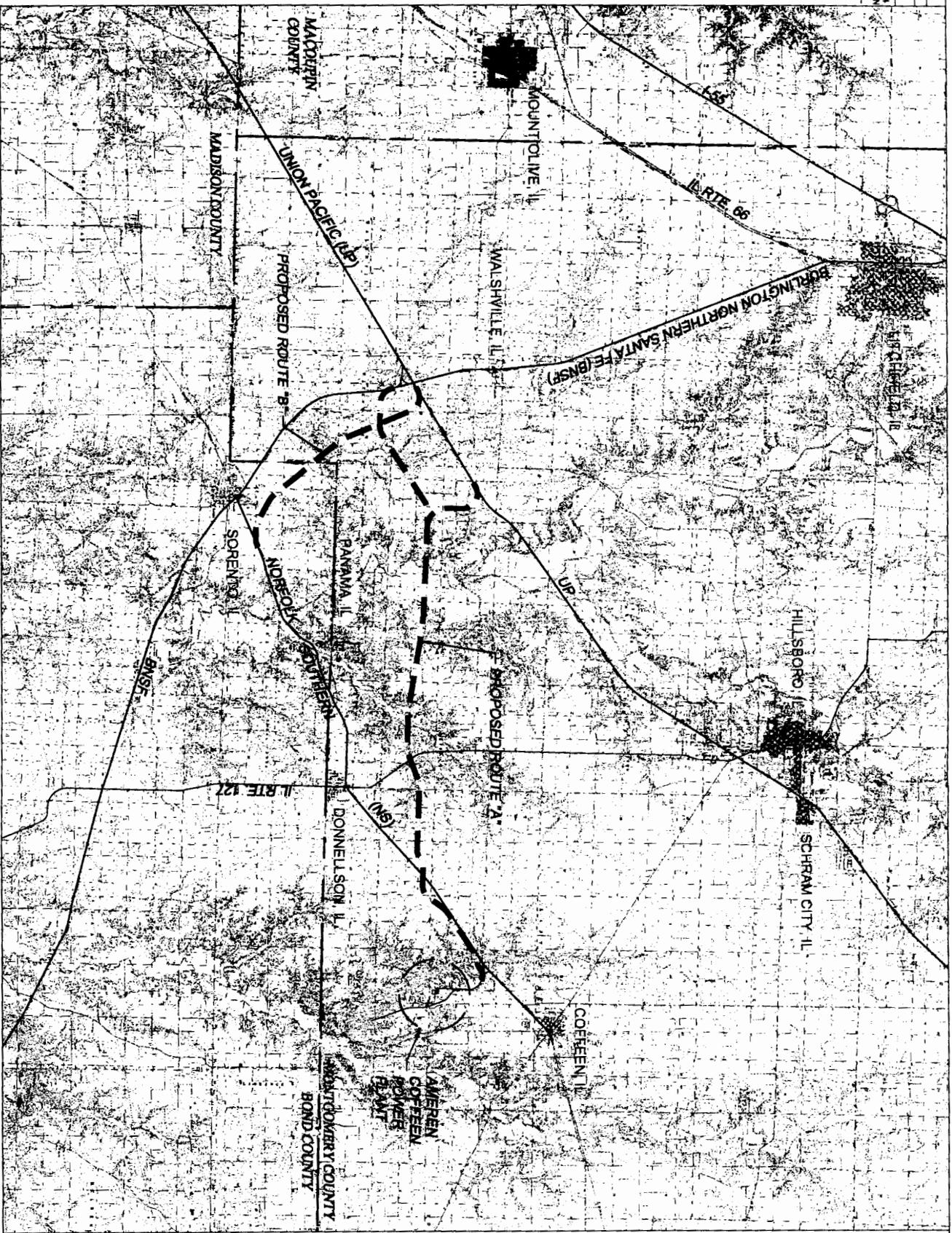
Sandra L. Brown

Enclosures

cc: David Naveky, Surface Transportation Board  
Jo Carole Dawkins, Dawkins Environmental Consulting

**Note to Reader:** The detailed soil mapping sheets referenced in this letter are available for review by appointment only at the Board's offices, 1925 K Street, Suite 500, Washington, DC 20423. Contact Dave Navecky at 202-565-1593 for an appointment.

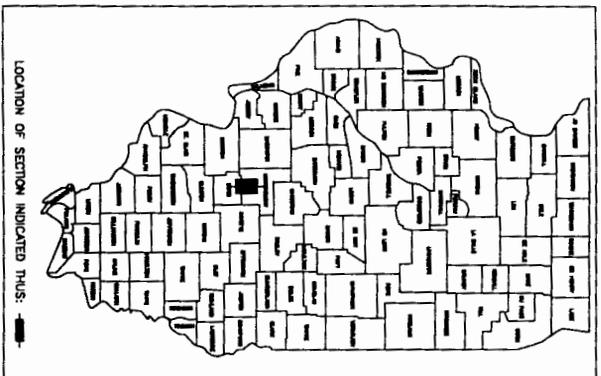
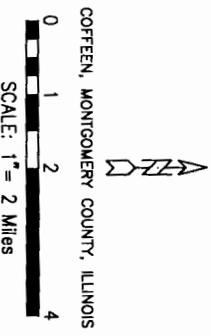
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**LEGEND:**

--- PROPOSED ROUTE "A"

--- PROPOSED ROUTE "B"



LOCATION OF SECTION INDICATED THUS: [Symbol]

**NOTICE OF LIMITED RESPONSIBILITY**  
 THE ENGINEER HAS EXAMINED THE RECORD DRAWINGS AND SPECIFICATIONS FOR THE PROPOSED RAILWAY AND POWER PLANT AND HAS FOUND THEM TO BE IN ACCORDANCE WITH THE REQUIREMENTS OF THE ILLINOIS ENGINEERING ACT AND THE ILLINOIS PROFESSIONAL ENGINEERING ACT. THE ENGINEER'S RESPONSIBILITY IS LIMITED TO THE DESIGN AND CONSTRUCTION OF THE RAILWAY AND POWER PLANT AS SHOWN ON THESE RECORD DRAWINGS AND SPECIFICATIONS. THE ENGINEER DOES NOT WARRANT THE ACCURACY OF THE DATA OR THE SUITABILITY OF THE DESIGN FOR ANY OTHER PURPOSES.

<b>DESIGN NINE, INC.</b> ENGINEERING SERVICES FOR RAILROADS AND INDUSTRY ST. LOUIS, MO.		<b>PROPOSED BUILD-OUT</b> ROUTES "A" & "B" COFFEEN POWER PLANT COFFEEN, ILLINOIS	
OWNER	SPRINT	PROJECT NO.	02134-NE
DATE	5/01	SHEET NO.	1 OF 1
SCALE	AS SHOWN	CLASS	RAILWAY
APPROVED	COFFEEN & WESTERN RAILWAY	DATE	0