

February 10, 2006

*By Messenger*

Christa Dean  
Section of Environmental Analysis  
Surface Transportation Board  
Room 504  
1925 K Street, N.W.  
Washington, DC 20005



RE: STB Finance Docket No. 34795; Roquette America, Inc. - Petition for Exemption from 49 U.S.C. 10901 to Construct a New Line of Rail in Keokuk, IA

Dear Ms. Dean:

This letter and enclosures respond to your recent request for maps showing (1) the precise types and locations of construction activity that Roquette America Railway, Inc. ("RARI") is seeking authority to undertake in this docket; and (2) all other rail construction that currently is planned in the vicinity of the Keokuk, Iowa facility owned by Roquette America, Inc. ("RAI"). I have enclosed the maps in both hard copy and an electronic PDF file.

In response to the first item, I have enclosed a map dated December 22, 2005. This map is identical to the map that RARI filed with the Board on December 23, 2005, except that several text boxes and arrows have been added to pinpoint, with brief narratives, what construction activity RARI has proposed and where. I also have summarized the activity as follows, working from the left (downriver) side of the map to the right (upriver) side:

1. The new construction will begin at the downriver end at a point of connection with the BNSF mainline.
2. The new line then will cross the KJRY mainline via two standard 125 foot mainline turnouts with 10 feet of track in between for variations in alignment.
3. The upriver turnout from the KJRY crossing will replace the existing "Downriver Lead," which will be removed.
4. Industry track within the Keokuk Facility will be realigned to connect with the newly relocated "Downriver Lead."
5. The "Hub Track" will be extended downriver to connect with the new "Downriver Lead."

Jeff.Moreno@ThompsonHine.com Phone 202.263.4107 Fax 202.331.8330

176568.1

February 10, 2006

Page 2

6. The upriver portion of the "Hub Track" will be rebuilt as two parallel tracks and extended upriver to connect with two existing tracks that comprise the "Plant Lead."
7. The construction within the scope of this proceeding will terminate just short of the "Plant Lead."

In response to the second item, I have enclosed a map dated February 9, 2006. This map shows in color all other rail construction activity that is planned within the vicinity of the Keokuk facility. Different colors are used to indicate new construction, track that will be removed, and track that will be realigned or rebuilt.

If you have any further questions regarding the proposed project, I would be available to review the maps with you in person. I would have no objections to inviting counsel for KJRY to be present at any such meeting.

Sincerely,



Jeffrey O. Moreno

Enclosures

cc: (with enclosures)  
William A. Mullins, Esq.  
Steven G. Thornhill