



SUNFLOWER STATE INDUSTRIAL RAILWAY, LLC
Post Office Box 245 - Colony, Kansas 66015-0245

**The Honorable Cynthia Brown
Chief, Section of Administration
Surface Transportation Board
395 E Street, SW
Wash, D.C. 20423-0001**

309697

ENTERED
Office of Proceedings
June 24, 2025
Part of
Public Record

**In Re: Finance Docket No. 36714 (Sub No. 1)
Sunflower State Industrial Railway, LLC
Box No. 245 - Colony, KS 66015-0245**

Document: MOTION & BRIEF to Re Open a DECISION

Good morning Ms. Brown:

I have decided to ReOpen this Decision to ADD/CORRECT problems the Board had issue with. ReOpening & repairing will give the Courts a much better understanding of the Problems I've encountered with the STB and the Trail Manager in the involved case.

Enclosed are:

- 1. A MOTION & BRIEF to Re-Open a Board DECISION**
- 2. 10 pages of supporting docs**
- 3. A CERTIFICATE of SERVICE that adverse counsel was served**
- 4. The \$350.00 fee Ms. Pope's note mentioned.**

Respectfully,


**Steve Gorsline, General Manager
Sunflower State Industrial Ry, LLC.**

June 17th, 2025 FEE RECEIVED

June 24, 2025

SURFACE

TRANSPORTATION BOARD

FILED

June 24, 2025

SURFACE

TRANSPORTATION BOARD



**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423-0001**

**SUNFLOWER STATE
INDUSTRIAL RY, LLC
("PETITIONER")**

RE: FD 36714-1

**MOTION BY PETITIONER SUNFLOWER STATE INDUSTRIAL
RY, LLC TO RE-OPEN A 'DECISION' RENDERED 03/27/2025**

On Mar 27th, 2025; the STB declined to issue a Declatory Order saying 'it remains unclear what exactly Sunflower asks the Board to declare'. The STB further decided to Not accept Sunflower's Petition [F.D. 36714(01)] but STB Did eloquently define WHAT track categories it Has jurisdiction over. Because the Board failed to find ANY level of support in Sunflower's Petition regarding Sunflower being a "Private Railway" (and thus EXEMPT from STB jurisdiction Sunflower will try ONE last time with This Motion to ReOpen the Decision (Id.) so that based on Additional Sunflower provided the Board - that STB might be able to reach some kind of Decision on Sunflower being: A PRIVATE RAILWAY.

A Brief, Supporting Sunflower's MOTION to Reopen that Decision's attached. Sunflower anxiously awaits the STB's next complete Review & Desision thereto.

**Respectfully
Submitted by:**


**Steve Gorsline, Gen'l Mgr
Sunflower State Industrial Ry**

Date: Jun 17, 2025

**SURFACE TRANSPORTATION BOARD
WASHINGTON, DC 20423-0001**

**SUNFLOWER STATE
INDUSTRIAL RY, LLC
("PETITIONER")**

RE: FD 36714(01)

**BRIEF IN SUPPORT OF MOTION BY PETITIONER TO
RE-OPEN A 'DECISION' RENDERED MAR 27, 2025**

On Mar 27th, 2025; the STB declined to issue a Declaratory Order saying 'it remains unclear what exactly Sunflower asks the Board to declare'. The STB further decided to Not accept Sunflower's Petition [F.D.] but STB eloquently Did define WHAT track categories it Has jurisdiction over:

'Private track' - Private track is track typically built & maintained by a shipper (or for a shipper at the shipper's expense) & operated by the shipper (or its contractor) to serve that shipper, moving the shipper's own goods, so that there is no "holding out" to serve other shippers for compensation. B. Willis, C.P.A., Inc.—Pet. for Declaratory Ord., FD 34013, slip op. at 2 (STB served Oct. 3, 2001). Such track is typically used exclusively by the track's owner for movement of its own goods, either by utilizing its own equipment or contracted service. [B. Willis, C.P.A., Inc.—Pet. for Declaratory Ord., 6 S.T.B. 280, 281 (2002), aff'd, 51 Fed. App'x 321 (D.C. Cir. 2002); see Devens Recycling Center—Pet. for Declaratory Ord, FD 34952, slip op @ 2 (STB served Jan 10 2007)] (finding no jurisdiction over operations on private trk used exclusively to serve the owner of the track pursuant to a contractual arrangement with the owner). As long as railroad track is constructed and operated in a manner that does not constitute common carriage, the agency has held that rail track can be built & operated in private status not subject to the Board's jurisdiction. B. Willis, C.P.A., Inc, FD 34013, slip op. at 2.

Before devling into Sunflower State Industrial Railway's (Sunflower) case this "Petitioner" takes note of the numerous discrepancies that existed in the filed Petition (for a Declaratory Order). Some of these confusing responses were the primary result of looking to previous STB cases - for guidance. But, STB is also under an obligation - to extend some additional latitude in processing of Sunflower's Pet'n. 'Pro Se pleadings are constructed liberally [Garrett v. Selby Connor Maddux & Janer, 425 F.3d 836, 840 (10th Cir. 2005). "This is so", the Tenth Circuit has explained, "because a Pro se (Petitioner) requires no special

Knowing that STB likes to ask New RR Petitioner's to Prove their RR Plan is 'profitable' - Sunflower adds Amer Short Line Regional RR Assn Profit Guide:

PROFIT STANDARD: "101 cars per mile" (Sunflower will only be 3 miles total). Shortline railways are critical for the US freight network, providing 1st & last mile service for One in five cars moving each year. According to the STB & ASLRRA, a shortline is defined as one earning an annual operating revenue under \$36.633 million. To break even, a shortline needs to move 100 cars per yr per mile of trk, with 101 cars per mile being 'profitable'. Sunflower plans to move 1,144 cars/yr!

Yes, Sunflower's Plans to operate as a Pvt Railway: as based a lots of info (hereinabove) Begs 2 questions: 'Ok, so why Wasn't this RR built long ago'? 'If the Union Pacific RR started on Plans to provide EKAE service: why did UP End those Plans'? WHY? MEET the Buzz-saw: Ks Dept of Wildlife & Parks (KDWP)! Make no mistake here: based on the demeanor of KDWP's "ANSWSE" to the Mar 27th, 2025 DECISION: Sunflower can Add KDWP to its list of Adversaries! Note: ICC allowed KDWP to become Trail Mgr of the Railbanked ROW in dispute: ICC Docket AB 335 (Sub # 2X). KCT Ry-Aban. Exemption-in Franklin, Anderson & Allen Counties., Ks, 7 I.C.C. 2d 1035 (1991). [For a measley \$1.00: Cheap]. Here, KDWP brought to this Plan, questionable conduct by Counselor Bruce. If we view Attorney for KDWP's "Answer & Reply in Opposition" (Jul 3, 2024) as entered into FD 36714-1 by STB (Jul 16, 2024)? Bruce says: 'KDWP generally denies all claims asserted by petitioner & because of Failure by the petitioner to detail its plans and Give proper notice to KDWP of its Proposal, KDWP can not determine the truth of petitioner claims'. Truth? Let the Record show Sunflower filed a KORA (Ks Open Records Act 'Request') asking KDWP to Provide any/all Records it had in its files of ever having received from Sunflower. Guess what? A KORA "reply" fr KDWP shows it in fact Rec'd Sunflower Plans in 2019 + 2020. Did Counsel lie or just has amnesia to protect its loving interest in this Rail Trail? This doesn't square in being able to trust or work w/ KDWP now or into future.

No matter, Sunflower will proceed forward viewing the KDWP as an 'Adversary'. Which is sad 'cause it says: there can be No plan for the ex-ROW - unless a suit is filed in Court. No worries KDWP: Clear your calendar & Bring your documents!

Sunflower has become well acquainted with Railbanking & how the STB has actually made it damn near impossible to reactivate ex-RR ROWs -thanks in no small measure to a anti rail mob known as the Rails to Trails Conservancy. Hold meetings on re-activating a RR line & these people show up like ants at a picnic. WHY are these NON RAIL people even Allowed to be sway STB? Do Read these words carefully: RAIL Banked! No, I didn't type TRAIL Banked. RAIL banked = 'the right of way is preserved til needed for Rail use'. (Period)! NO where in US Railbanking law does it say: Trail Managers will have Roles in RR Reactivations. But guess what? Look up EVERY rail banked shortline case and there they are: Rail Managers, Friends of the Trails, Rails to Trails & the following of hundreds of Attorneys helping these 'Trail blazers'. (Not enough ambulances to chase?) U.S. Supreme Court's ruled on Railbanking in the past. Maybe time to revisit?

The Trail Act preserves established railway ROWs for future reactivation of RR svc by prohibiting abandonment where trail sponsors offer to assume managerial, tax & legal liability for the ROW for use in the interim as trails. See 16 U.S.C. 1247(d); Citizens Against Rails-To-Trails v. STB 267 F.3d 1144, 1149-50 (DC Cir.2001).The statute expressly provides that because such 'interim use' is subject to restoration or reconstruction for RR purposes, 'such interim use shall not be treated, for [any] purposes -as an abandonment . . . ' 16 U.S.C. 1247(d). Instead, the right-of-way's "railbanked," which means that the abandoning railroad, is relieved of the current obligation to provide service over the line, but that the RR –or any other approved RR svc provider –may reassert control to restore svc on the line in the future. See Birt v. STB, 90 F.3d 580, 583 (DC Cir 1996) RJ Corman RR Co/Pennsylvania Lines Inc-Construction and Operation Exemption-In Clearfield County, PA STB FD 35116 35116 (STB served Jul 27 2009)(RJ Corman) Iowa Power-Const. Exempt.-Council Bluffs, IA, 8 ICC 2d 858, 866-67 (1990) (Iowa Power) 49 CFR 1152.29(c)(2), (d) (2); Georgia Great Southern Div—Abandon. & Discontinuanbced of Svc, 6 STB 902, 906 (2003) (Georgia Great Southern). In short, a railbanked line is Not abandoned, but remains part of the national rail system, albeit temporarily unused for railroad operations. Interim trail use arrangement is subject to being cut off at any time by reinstitution of rail service. If & when a railroad wishes to restore rail svc on all or part of the property, it has the right to do so, and the trail sponsor must step aside. Georgia Great Southern; 16 U.S.C. 1247(d).

It's also well settled that STB's role in rail banking / interim trail use is essentially 'ministerial'. That is, the Board only looks to see if a trail sponsor meets statutory and regulatory requirements to be a Trail Sponsor that a RR agrees to trail use & that nothing occurs that will preclude a railway's right to reassert control over the ROW at some future time to revive rail svc. See Georgia Great Southern, 6 STB at 907; Idaho North'rn et al-Abandon'mt & Discon. Exempt, 3 STB 50, 59 (1998)

The term 'railbanking' refers to a provision of the Nat'l Trails System Act: 16 USC 1247(d) & governing regs in 49 CFR 1252.29 (collectively, the Railbanking Law). National Trails System Act ('Trails Act'), Pub. L. No. 90-543, 82 Stat. 919 (1968) (codified as amended at 16 U.S.C. § 1241-51).

As the Board questioned in the Mar 27th, 2025 "Decision" at Pg. 2, under a heading; DISCUSSION & CONCLUSIONS: STB questioned 'IF EKAE would even use (Sunflower's) rail service'? EKAE doesn't & hasn't publically, had anything to say regarding its use of Sunflower's service. It stands to reason IF 30 years ago that the City of Garnett closed throughfare running on 3 of its streets & did so in anticipation of the UP RR adding a siding track to handle ethanol tank cars to and from EKAE - As well as EKAE Also building an embankment to allow 2 or 3 sorting tracks to be built - plus the fact that out of 13 Kansas Ethanol Plants ONLY EKAE has NO rail service: Unless you've been living on another planet or just didn't had access to news in Garnett, Kansas: When EKAE was built (that was in 2005) It NEEDED Rail service. Now it is 2025 and guess what? It grew from being a 32 million gallon ethanol plant (2005) to being a 50 million gallon plant today. It's 'majority' customer is in England. Doesn't take a genius to be able to understand that tanker-truck shipping is Expensive, given this volume! In protecting Sunflower's customer & to Stop KDWP from trying to push EKAE away from Sunflower's Plan: it makes sense for Sunflower to Ask the Board to prohibit any interference in the matter by KDWP to EKAE's personnel. KDWP's been an antagonist to this Petitioner's rail plans (a different part of rail banked right of way) all the way back to 1992: even Before one stone was put down in building the rail trail (Ottawa, Kansas to Iola, Kansas).

SUNFLOWER'S ARGUEMENT

Intelligent people Agree that the INTENT of Congress was: Make Reactivating a Rail ROW EASIER. Those who suggest the 'Reactivation Rights' move from a RR to another RR or Trail Sponsor are wrong. If Rail reactivation Rights reside in a piece of paper: what happens when a RR goes bankrupt or a RR owned by a Sole Proprietor dies? To assume the Rights survive outside of the ROW itself makes as much sense -as growing citrus trees in Kansas! No, the Railbanking Law keeps The Rights exactly where they began: In a Right of way itself! So assuming those rights already exist in THE RIGHT OF WAY means A New RR gains those rights just by 'simply being a RR in Need of that ROW'. And thus,

Sunflower, even as a Private RR can automatically Acquire those ROW rights. The Law says: 'The Trail Act preserves established railway ROWs for future reactivation of RR svc by prohibiting abandonment where trail sponsors offer to assume managerial, tax & legal liability for the ROW, for use in the interim as a trail'. [16 USC 1247(d)]. NOWHERE in that law is REACTIVATION RIGHT's Passed To the Trail Manager(s)! The Reactivation Right, is found In the right-of-way. Moreover that Right does NOT belong even to the Occupying railroad; but belongs to Any RR that now / later may need the right of way. The 'Problem' is in recent cases: STB's allowed Rail Reactivation Rights to go to NON RR enties! Makes No sense: let's allow Cement Contractors to make Electrical Inspections! Send in the Clowns... Hereinabove, rests Sunflower's "Arguement" for this case.

In Summary, for Sunflower (as Pvt RR) to gain use of ex railbanked ROW [wherein STB's Authority in railbanking is Ministereal] & the ROW Trail Mgr is Refusing to vacate the needed ROW: did the Board wade into the issue? Not! a Decision was Needed by Board and it decided to kick the can down the road.

[It is obvious a COURT will need to step in to make a decision the Board likely won't render]. Under 5 USC §554(e) & 49 USC §1321: Sunflower's Petition contained CONTROVERSARIES & under those laws: STB DID have authority to resolve them. Instead, the Board decided Not to clear up some issues but instead - opened up some more! Maybe... just maybe the added info provided hereinabove will be adequate for the Board to say 'Sunflower IS a Private RR' and we can say: "that's 1 small step for the Board, 1 giant leap for Mankind".

We'll see what the Board comes up with This time.....

**Respectfully
Submitted by:**

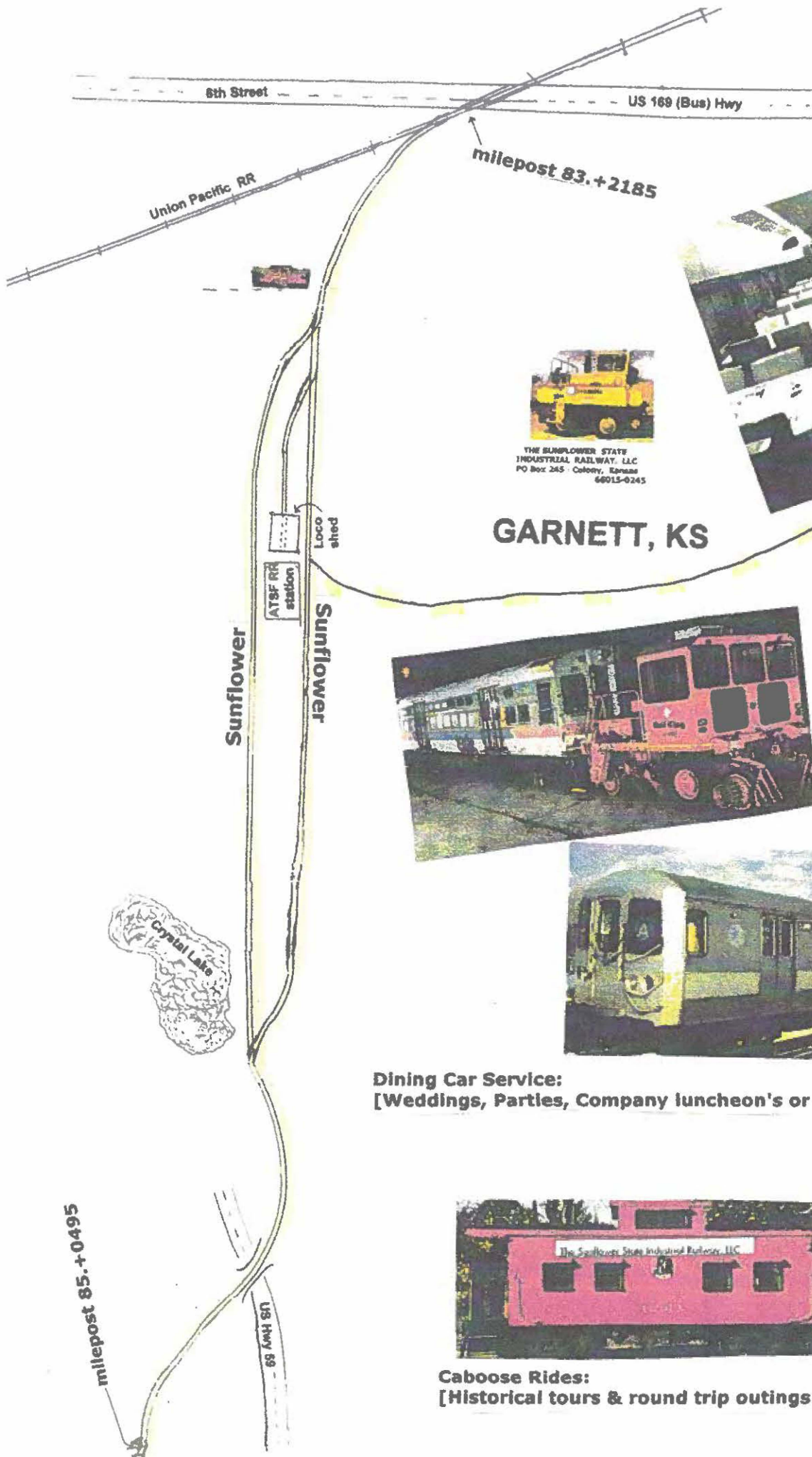

**Steve Gorsline, Gen'l Mgr
Sunflower State Industrial Ry**

Date: June 14th, 2025

Attachments:

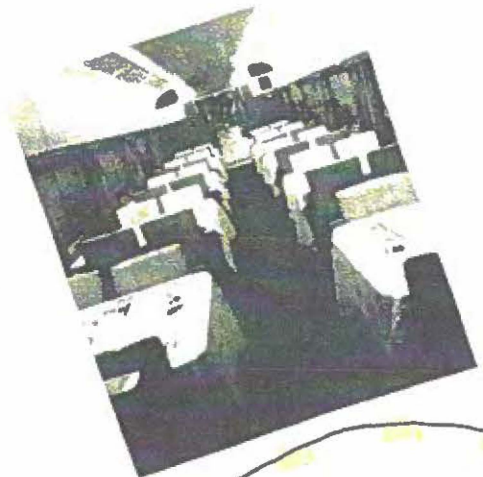
**System maps (4)
Aerial photo: EKAE ROW
ICC Letter (Sep 1994)
KDWP (Ltr: 6/1992)
Sunflower Plan Docs:
(Jul 2018 & Jan 2020)**

**UP RR Ok to close st's
KDWP 'Reply/Answ' - FD 36714-1
KDWP 'KORA' replies Prove
it Rec'd Sunflower Plans!
Ks Map of Rails to Trails
Ks Sec of State: Proof KCT
Ry was a Bogus-Paper RR**



THE SUNFLOWER STATE
INDUSTRIAL RAILWAY, LLC
PO Box 245 Colony, Kansas
66015-0245

GARNETT, KS



EKAE ↘



Dining Car Service:
[Weddings, Parties, Company luncheon's or Dinner]



Caboose Rides:
[Historical tours & round trip outings: 5 miles long]



OFFICE OF THE SECRETARY
800 SW JACKSON ST., Suite 502
Topeka, Kansas 66612-1233
(913) 296-2787
FAX (913) 296-8253
Special Services Director

DEPARTMENT OF WILDLIFE AND PARKS
JOAN FINNEY, Governor
JACK LACEY, Secretary
JOHN S. C. HERRON, Assistant Secretary

June 16, 1992

Mr. Steve Corraline

Dear Mr. Corraline:

I am replying on behalf of the Kansas Department of Wildlife and Parks (KDWP) to your various letters regarding the rail-banking of the Ottawa-Iola railway.

1. Regarding the cost of purchase which you raised in your letter sent on or about June 6, 1992: The property was donated by KCT Railways to the Kansas Department of Wildlife and Parks.
2. Regarding your intent to place this line back into service as a working railway line: This is a matter between you and the Interstate Commerce Commission. Only they have authority to order that this line be returned to active service.

EKA's tank cars are moved by Sunflower to/from EKA's tracks from/to the interchange tracks.

closed sts

EKA built its own ROW for its ethanol tankcars

THE ANDERSON COUNTY REVIEW Thursday, May 1,

2005 - 20 years ago

May 3 - Garnett City Commissioners begrudgingly approved the closing of Pine, Cedar and Spruce streets at their crossings with the Union Pacific Railroad last week, after concluding the unbending railroad company would leave the East Kansas Agri-Energy ethanol plant without rail service if the city refused the closing.

BEFORE THE
SURFACE TRANSPORTATION BOARD
STB Finance Docket -36714 (Sub-No.1)

Sunflower State Industrial Railway, LLC- Petition for Declaratory Order

Kansas Department of Wildlife and Parks

Answer and Reply in Opposition

The Kansas Department of Wildlife and Parks (KDWP), an agency of the state of Kansas, files this Answer and Reply in Opposition to the Request for Declaratory Order from the Board by Sunflower State Industrial Railway, LLC, and respectively states the following:

KDWP generally denies all claims asserted by petitioner and, because of failure by the petitioner to detail its plans and give proper notice to KDWP of its proposal, KDWP cannot determine the truth of petitioner's claims.

Additionally, due to KDWP holding an interim trail use certificate granted in AB 335 Sub 2x in 1992 and a deed for the right-of-way granted by the KCT Railway in 1992, the STB has jurisdiction on this matter. To even consider petitioner's assurances, the Interim trail use would have to be determined. Since petitioner has no standing to address the interim trail use, its request is moot.

CONCLUSION

KDWP would respectfully request the petition for a declaratory order to be dismissed. In the alternative, if the board decides to continue this process, KDWP would request a procedural schedule be set.

Failure to Detail Plans notify KDWP of proposal

Operations Office
512 SE 25th Ave.
Topeka, KS 67124-8174



Phone: (620) 672-5911
Fax: (620) 672-3486
www.ksoutdoors.com

Chris Kennedy, Secretary

Laura Kelly, Governor

January 21, 2025

Sunflower State Industrial Railway
Attn: Steve P. Gorsline, General Manager
PO Box 245
Colony, KS 66015-0245

Steve,

This letter is confirmation that I received your open records request dated 01/21/2025.

In accordance with the Kansas Open Records Act, K.S.A. 45-218(d), I have begun the process of determining if we possess any public records meeting the terms of your request and, as soon as possible hereafter, I will provide you with one or more of the following:

1. Copies of the requested public records;
2. A statement concerning our inability to locate any public records meeting the terms of your request;
3. A request for clarification concerning the types of records or information you are seeking;
4. If we determine that we do possess the records, but that the records are closed by law, I will provide you with that information together with a written citation to the laws allowing or requiring that type of public record to be closed.

I will contact you again, as soon as possible, concerning this matter and your record request.

Please feel free to contact me if you have any questions.

Sincerely,

A handwritten signature in dark ink, consisting of a large, stylized loop followed by a long horizontal stroke.

Shelby Stevens
Wildlife Education, Administrative Specialist

KANSAS DEPARTMENT OF WILDLIFE AND PARKS

Operations Office
512 SE 25th Ave
Pratt KS 67124-8174

KDWP Envelope
Containing Sunflower's
Rail Plan!

Sunflower State Industrial Railway LLC
Attn: Steve Gorsline
PO Box 245
Colony, KS 66015-0245

8050
↑
Aug 7, 2023

Sunflower State Industrial Ry

Steve Gorsline, Project Manager
528 E Mahan Ave - Hazel Pk, MI 48030

Received Jan.

2020

Sent to
KDWP

Good morning,

Your company has NO rail service today because - the former railroad in the Ottawa-Humboldt Corridor: ATSF RR- had NO plans to keep this rail line in operation. It is no secret that money to improve the Ottawa-Humboldt line went to improving an alternative route that reaches Oklahoma & Texas. Because it was a better funded route - cargo moves over that line now - at a fast pace. With NO need for the under utilized Ottawa-Humboldt line: ATSF RR sold it to another firm: The KCT Railway. Within 10 months - they abandoned it & sold off the premium rails & laughed all the way to the bank. KCT was actually a "RR Materials reclamation service. Had anyone checked into these motives: the RR line might still be here today. Need "proof"? See the attached document.

Yes, operating the Ottawa-Humboldt line contained numerous issues.

One of the RR 'bottlenecks' was thru Ottawa - the former line was limited to 5-10 mph as it moved up or down Walnut Street. Simply, operating a rail line down the middle of the street & thru several neighborhoods: for some 1.65 miles was anything but a fast route.

Note that the plan to return rail operations to this corridor now eliminates these street crossing & residential issues by operating over the ex-Missouri Pacific route on the east side of town.

Because the new railway will interchange with 3 other railroads: there will no longer be 'One Rate' as there was on the ATSF RR. 3 railroads competing for a shipper's freight will bring down costs for shipping.

And because the Sunflower State Industrial Railway is planning to operate 63 miles of track, it'll be the 5th largest shortline RR in Kansas. Future plans will add another 45 miles of trackage to the system & bring the total operating miles to 107. Make no mistake about it: this small railway has plans to do big things.

I'm sending you this note for 2 reasons:

- (1) So you are up to date with rail reinstitution plans on the Ottawa-Humboldt rail corridor.
- (2) Attached: A Shipper Intent Form. It's pretty self explanatory.

Your returning this Shipper Interest Form Does NOT commit you to ever shipping any freight over this line. All that the Form is going to be used to do is determine Where potential freight traffic exists & the quantity. Both of these factors are vital & necessary to being able to develop Financial projections and to develop the necessary operating plans to support the shipper's freight needs. Perhaps you have Never used RR freight to ship: Truck is all your business ever known. Freight is very efficient & costs much less than truck. With proper scheduling: it can be very timely. One of the 1ST personnel to be hired by the new RR will be a Traffic Manager. This is "the expert" for shipping & the 'go to' person shippers will have access to. (NO, the railway won't be operated in far away Michigan. I am in the process of moving back to Kansas. I'm from Kansas,- but ended up in Michigan to work a military assignment. The Secretary of State in Kansas just forwarded me the paperwork for this railway to become a wholly-located in Kansas business entity).

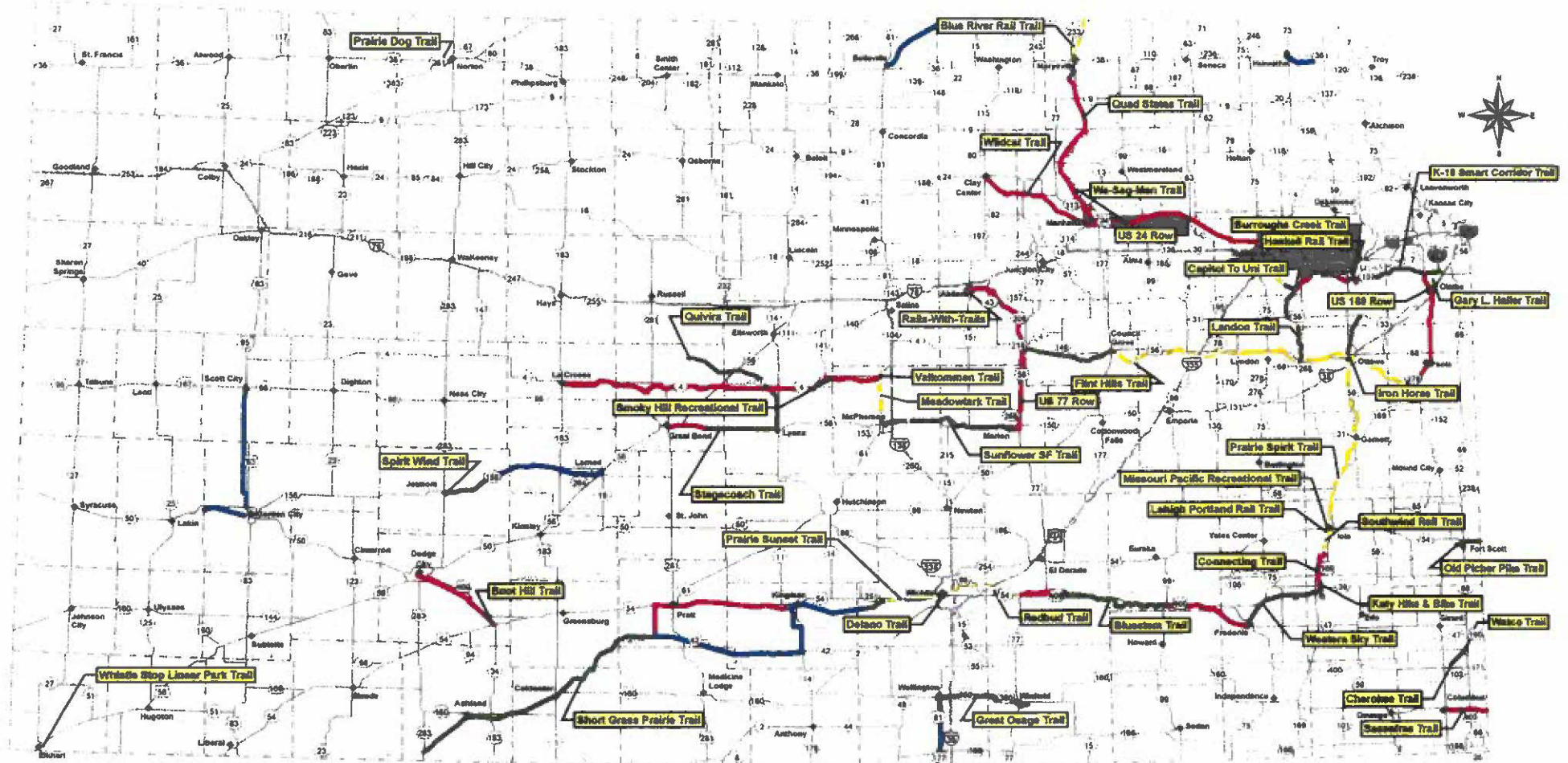
Again, Returning the Intent Form is part of the puzzle to building the new freight railway that will serve you. Because it will have connections with FedEx and UPS: any size and any amount of freight can be handled. The Union Pacific RR today gave me assurances that they'll be an active partner in bringing low cost freight services to this new railway.

Thank you for your interest!

Sunflower State Industrial Ry
Steve Gorsline, Project Manager

2020

Kansas Rail-Trails



0 10 20 30 40 50
Miles

Completed Rail-Trail

Rail-Trail Projects

Proposed Trail

Low Rail Use Line

PREPARED BY THE
KANSAS DEPARTMENT OF TRANSPORTATION
BUREAU OF TRANSPORTATION PLANNING
MAP CREATED FRIDAY, JANUARY 25, 2019
KDOT makes no warranties, guarantees, or representations for accuracy of this information
and assumes no liability for errors or omissions.

**Application for Authority to Engage in Business
in the State of Kansas
as a Foreign Corporation**

741-500-3

To the Secretary of State of the State of Kansas

KCT Railway Corporation

organized under the laws of the state of Nevada 05 Applies for permission to engage 053
business in the state of Kansas, and submit the following statement to wit:

1. The date the corporation commenced, or intends to commence, doing business in Kansas May 1, 1990
2. A certificate issued within 90 days prior to the date of filing this application by the proper officer of the jurisdiction wherein such corporation is incorporated attesting to the fact that such corporation is a corporation in good standing in such jurisdiction must be attached.
Is certificate enclosed? Yes ☒ No ☐ Was it issued within 90 days of filing? Yes ☒ No ☐
(If answer is no to either question, application will be returned.)

3. The place where the principal office of the corporation is located

754 Mays Blvd., Incline Village, Nevada 89450

4. The place, if known, where the principal office or place of business in Kansas is to be located

5. The address of its registered office in Kansas is: c/o THE CORPORATION COMPANY, INC.,
515 So. Kansas Ave., Topeka Shawnee 66603

and the name of the resident agent in charge thereof at such address is:
THE CORPORATION COMPANY, INC.

6. The full nature and character of the business the corporation proposes to conduct in Kansas

purchase and sale of railroad materials

7. The name and address of each of the officers, trustees or directors of the corporation. (If this space is insufficient a complete list should be attached. Names and titles of the officers must be typed exactly the same throughout this application and all documents submitted with it.)

OFFICERS

Name	Title	Street address	City	State	Zip
See Attached Rider					
7415003 19900427 R56 F453					
					
01843088					

TRUSTEES OR DIRECTORS

Name	Street address	City	State	Zip
See Attached Rider				

8. Does the corporation have perpetual existence? Yes ☒ No ☐

If answer is no, give specific date of expiration:

(KAN. - 2384 - 7/1/89)

DECEPTIVE?????

**Company name is:
KCT Railway Corp.**

**Ks Secretary of State
[Permission to engage
in the State of Kansas]
"Character of business":
Is: purchase & sale of
railroad materials'**

... and thus: any one or anybody could be 'a RR' before the ICC! That was true for KCT Ry - a Salt Lk City RR Scrap Materials Co that bought the ATSF Ry line from Ottawa, Ks to Iola, Ks for a mere \$1.00 only to abandon it 8 mo's later & then sell the ROW to KDWP also for a \$1.00!

Like their Ks Sec of State Application for the business said: Nature of Business in Kansas: Purchase & Sale of RR materials.

Never said they were here to OPERATE AS A RAILWAY!

**Before the Surface Transportation Board
Washington, DC 20423-0001**

**SUNFLOWER STATE
INDUSTRIAL RY, LLC
("PETITIONER")**

RE: FD 36714-1

Service Certificate

**Per 49 C.F.R. §1104.12(a) this Certifies on this 17th day of June, 2025:
copies of the attached Motion and Brief to ReOpen STB FD 36714-1 were
mailed by 1st Class US (prepaid) mail & addressed to the Opposing party
in the above docket being:**

**Mr. Terry Bruce
KDWP - Counsel
512 SE 25th Ave
Pratt, Ks 67524**

By:



Date signed: June 17th, 2025