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May 19, 2026

VIA ELECTRONIC FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street SW
Washington, DC 20423-0001

Re: **Docket No. FD 36928**
Unity Line, LLC d/b/a Manitowoc Port & Terminal Railway –
Operation Exemption – Rail Lines in Manitowoc County, Wis.

Dear Chief of Case Administration:

I am writing on behalf of Wisconsin Central Ltd. (“WCL”)¹ to alert the Board to substantial unanswered questions raised by the verified notice of exemption filed on May 6, 2026 in the above-captioned docket.

Whether Unity Line, LLC d/b/a Manitowoc Port & Terminal Railway LLC (“MP&TR”) would be able to provide the rail service described in the verified notice of exemption is unclear. The notice describes the involved tracks solely through reference to a series of attached map appendices, but we are unable to correlate Appendix A, which shows “Tracks 3, 4 and 5 . . . to be operated by MP&TR as a Class III rail carrier (the ‘Track’),” with Appendix E, which purports to show the location of “the connections with CN/WCL at the southern end of Briess Industry owned or leased track.”² Most specifically, it is not apparent that MP&TR could provide the service it proposes over the “Track” without using WCL-owned track for headroom. MP&TR does not have rights to do so, and such prospective use would not be compatible with WCL’s operations.

Similarly, MP&TR states that it “will enter into appropriate arrangements with CN/WCL to interchange traffic from the Track,”³ but it has not explained whether or how it has

¹ WCL is a wholly-owned indirect subsidiary of Canadian National Railway Company. *See Canadian National Ry. Co. – Control – Wisconsin Central Transp. Corp.*, 5 S.T.B. 890 (2001).

² Verified Notice 6.

³ Verified Notice 2.

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facilities to interchange with WCL. Depending on the intended location of interchange, it appears that MP&TR would not be able to perform the required operations without headroom.

These questions, together with the fact that MP&TR has not approached WCL to formulate a plan for its intended operations or otherwise discuss its intentions, cast doubt on the feasibility of the service MP&TR states it will perform.⁴ On the current record, this does not appear to be a routine case arising under *Effingham R. Co. – Pet. For Declaratory Order*, 2 S.T.B. 606 (1997), *aff'd sub nom. United Transp. Union-Ill. Legis. Bd. v. STB*, 183 F.3d 606 (7th Cir. 1999).

I certify that a copy of this filing has been served by email upon all parties of record in this proceeding. Thank you for your attention to this matter. Kind regards.

Respectfully submitted,

/s/ *Thomas J. Litwiler*

Thomas J. Litwiler
Attorney for Wisconsin Central Ltd.

TJL:tl

cc: Parties of Record

⁴ WCL assumes that since MP&TR is seeking common carrier status, it is prepared to comply with the full range of regulatory responsibilities that apply to common carrier railroads, for example, requirements administered by the Federal Railroad Administration and the Railroad Retirement Board.