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August 5, 2008

BY HAND

Ms. Victoria J. Rutson, Chief
Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

**Re: Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company (STB Finance Docket No. 35087)**

Dear Ms. Rutson:

In examining the information previously provided to you in response to your first Data and Information Request of December 18, 2007, we have determined that Exhibit A to my letter to you of March 12, 2008, incorrectly identifies the EJ&E rail segments crossed by seven highways. (The error occurred because the rail segments were defined by the milepost numbers, as indicated in the EJ&E timetable, of the endpoints for each segment, and the grade crossings were assigned to particular segments on the basis of which segment, as so defined, contained the mileposts for the individual crossings. It appears that, in some instances, the timetable milepost numbers do not correspond to the location of the rail crossings that are the actual endpoints for the rail segments.)

This error appears to have had minor effects on the grade-crossing delay information reported, in Exhibit C to my letter of March 12, 2008, for six of the seven crossings.¹ For three of the crossings (135th Street (Western Subdivision MP 11.43), Van Dyke Road (Western Subdivision MP 10.68), and 143rd Street (Western Subdivision MP 10.33), all of which are in Segment 10), the number of pre-Transaction and post-Transaction trains was affected, but there is no change in the number of additional trains following the Transaction (column FQ on the "EJE Crossings" tab on Exhibit C), and thus no change in the increase in

¹ For one of the crossings (Spaulding Road, at Western Subdivision MP 37.60), none of the data were affected, because the road lies north of the connection between EJ&E Segment 14 and CPRS Segment 2, so that the number of trains crossing Spaulding Road is the same as the number moving over Segment 14.

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delay at the crossings. For the remaining three crossings (Main Street (Eastern Subdivision MP 21.61, in Segment 6), East End Avenue (Eastern Subdivision MP 25.19, in Segment 5), and Broad Street (Eastern Subdivision MP 36.33, in Segment 4)), using the train counts for the correct segments causes the increase in the number of trains to increase by 1.0, 1.1, and 0.9 trains per day, respectively. As a result of these adjustments, as well as other corrections described in previous correspondence with you,² there is a slightly lower increase in delay at grade crossings on the EJ&E rail segments than previously reported (1069 hours of delay per day rather than 1152 hours). These adjustments have no impact on the information previously reported regarding fuel consumption and emission of air pollutants by locomotives.

The enclosed CD contains a corrected version of Exhibit C. In addition to reflecting corrections to the location of grade crossings on EJ&E rail segments, the data on this CD reflect corrections, as noted in the correspondence cited above, to CN's assumptions regarding routing of trains before and after implementation of the Transaction.

Very truly yours,



Paul A. Cunningham
Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosure

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin

² See letter from Paul A. Cunningham (counsel for Applicants) to Victoria J. Rutson (Chief, SEA) at 2 (Feb. 29, 2008) (responding to Item No. 8 of SEA Information Request of Dec. 18, 2007), *available at* <http://www.stbfinancedocket35087.com/html/inforequest.html>; letter from Paul A. Cunningham to Victoria J. Rutson at 2 & n.1 (May 23, 2008) (responding to Item No. 8 of SEA Information Request No. 4), *available at* <http://www.stbfinancedocket35087.com/html/inforequest.html>.