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December 6, 2007

BY E-FILING

Mr. Vernon A. Williams, Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

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

Dear Mr. Williams:

Enclosed for filing in the above-referenced docket please find the Supplement to Railroad Control Application (designated as CN-11), which is submitted on behalf of Canadian National Railway Company and Grand Trunk Corporation pursuant to Decision No. 2, served by the Board in this proceeding on November 26, 2007.

Very truly yours,



Paul A. Cunningham

Enclosure

cc: All Parties of Record

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
EJ&E WEST COMPANY

SUPPLEMENT TO RAILROAD CONTROL APPLICATION

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*Counsel for Canadian National Railway Company
and Grand Trunk Corporation*

December 6, 2007

BEFORE THE
SURFACE TRANSPORTATION BOARD

STB Finance Docket No. 35087

CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
EJ&E WEST COMPANY

SUPPLEMENT TO RAILROAD CONTROL APPLICATION

In accordance with Decision No. 2, served by the Board in this Proceeding on November 26, 2007, Applicants Canadian National Railway Company (“CNR”) and Grand Trunk Corporation (“GTC”)¹ hereby supplement their Application to provide the information specified in 49 C.F.R. § 1180.11.²

COOPERATION WITH FEDERAL RAILROAD ADMINISTRATION
(49 C.F.R. § 1180.11(a))

CN’s operations in the United States are regulated by the Federal Railroad Administration (“FRA”), as are all the operations of EJ&E. EJ&EW’s operations would continue to be regulated by the FRA after EJ&EW’s acquisition by CN, as would CN’s

¹ CNR and GTC are referred to together as “CN” or as “Applicants.” These and the other principal abbreviations used in the Application are listed in a Table of Abbreviations following the Table of Contents.

² 49 C.F.R. § 1180.0(a) indicates that compliance with section 1180.11 (and several other provisions) is ordinarily required only as to “a *major* [transaction] application” and that, in contrast, “[a] *minor* application must contain the information required in §§ 1180.6(a) and 1180.8(c)” (emphases in original)). In Decision No. 2, however, the Board required submission of the information called for in section 1180.11.

other operations in the United States. The Transaction would not lead to any additional rail lines being dispatched from locations outside the United States.

As noted in the Railroad Control Application (CN-2 at 229), CN will be submitting a Safety Integration Plan (“SIP”) to FRA and the Board, pursuant to 49 C.F.R. §§ 244.17(a) and 1106.4(a), within 60 days of the filing of the Application (or by December 31, 2007). The SIP will address corporate culture, employee training, operating practices, motive power and equipment, track-safety standards and bridge structures, hazardous materials, dispatching operations, highway-rail grade crossing systems, personnel staffing, capital investment, and information systems on the present CN and EJ&E systems, and will explain how the CN/EJ&EW Transaction should have no adverse effects on safety related to any of those subjects.

As required by the FRA regulations, CN is also developing a SIP implementation plan which will set out how CN would carry out the initiatives described in the SIP and the resources to be assigned to each initiative. The plan is being modeled on the Safety Integration Plan Accountabilities (“SIPA”) documents that were successfully used to monitor implementation of the CN/IC, CN/WC, and CN/GLT transactions. As was the case with those SIPAs, CN expects the plan to be dynamic, changing with experience and as decisions are made. As with its implementation of prior transactions, CN would provide FRA with regular updates of the SIPA.

**OWNERSHIP RESTRICTIONS AND OTHER RESTRICTIONS OR
PREFERENCES UNDER FOREIGN OR DOMESTIC LAW
(49 C.F.R. § 1180.11(b))**

As required by the CN Commercialisation Act, enacted by the Canadian Parliament in 1995,³ CNR's Articles of Continuance provide that where the total number of voting shares held, beneficially owned, or controlled by one person, together with that person's associates (defined by the Articles as persons connected by certain relationships with person holding, beneficially owning, or controlling the voting shares), exceeds 15% of the voting shares of CNR, then no person may exercise the voting rights attached to the voting shares held, beneficially owned, or controlled by that person or his associates. This provision applies to acquisition by a Canadian person just as it does to acquisition by a person of any other nationality. Insofar as CN is aware, this provision has not had any adverse effect on competition for rail transportation services, or on the efficiency benefits of its past acquisitions of U.S. railroads, and it has no reason to think it would have such effects on the proposed Transaction. CN is unaware of any other restriction, under foreign or domestic law or policies, that could affect either its commercial decisions with regard to EJ&EW, or EJ&EW's own decisions, other than restrictions under laws and policies that would apply equally if CN were a U.S.-based railroad.

³ CN Commercialisation Act, S.C. 1995, ch. 24, § 8(1) (Can.).

Respectfully submitted,



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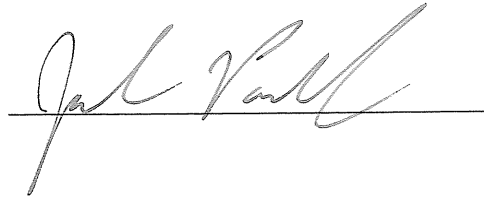
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CERTIFICATE OF SERVICE

I certify that I have this 6th day of December, 2007, served copies of the foregoing Supplement to Railroad Control Application (CN-11) upon all known parties of record in this proceeding by first-class mail or a more expeditious method.

A handwritten signature in cursive script, appearing to read "Paul V. Smith", is written over a horizontal line.