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March 26, 2008

Surface Transportation Board
CN-EJ&E EIS - FD-35087

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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:

I am writing, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to provide you and HDR Engineering, Inc. ("HDR"), with the responses to the items identified as "High Priority Information Requests" in your Data and Information Request #2, which you sent as an enclosure to your letter of March 7, 2008, to Normand Pellerin of CN. As indicated in my letter to you of March 21, 2008, responses to some of these items were provided in my responses to your first Data and Information Request, which you sent as an enclosure to your letter of December 18, 2007, to Mr. Pellerin.

1. Please provide additional information and clarification on the trackage and/or haulage rights agreements between EJ&E and other rail carriers. Are these rights transferable? What are the lengths, tonnages, number of cars, and types of commodities and frequencies of movements by other rail carriers operating upon the EJE system? Where specifically are these trains operated?

BNSF Trackage Rights. Under a trackage rights agreement with EJ&E, BNSF may operate up to ten trains a day in either direction between Eola, IL (East Siding), and Joliet, IL (Bridge Junction). The trains operated are primarily intermodal and vehicle trains, which may not exceed 8,000 feet in length without prior approval of EJ&E. This agreement includes a provision that bars BNSF from assigning its rights, except under certain specified conditions.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 2

CN Trackage Rights. Under trackage rights agreements with EJ&E, CN may operate trains in either direction between Griffith, IN, and Eola, IL (primarily between Griffith, IN, and Matteson, IL), and between Munger, IL, and Leithton, IL, with no limitation on number of train movements. Trains operated are general merchandise trains which may not exceed 8,000 feet in length without prior approval of EJ&E. These agreements contain provisions that bar CN from assigning its rights under the agreements, except under certain specified conditions.

IHB-EJ&E Joint Trackage Rights. EJ&E and IHB have granted each other trackage rights in the Calumet District (EJ&E Whiting Line) to serve jointly served customers. IHB has trackage rights on EJ&E's Lake Front Line to serve jointly served customers.

UP Trackage Rights. Under trackage rights agreements with EJ&E, UP may operate trains in either direction between Joliet, IL, and Waukegan, IL (trains currently operate between Joliet, IL, and West Chicago, IL), and between Griffith, IN, and Chicago Heights, IL, with no limitations on number train movements. Trains operated between Joliet, IL, and Waukegan, IL, include loaded and empty unit coal trains and empty vehicle trains. Trains operated between Griffith, IN, and Chicago Heights, IL, are primarily empty vehicle trains.

In addition, UP has moved loaded and empty unit coal trains under trackage rights between Chicago Heights, IL and Griffith, IN, for interchange with the CSS&SB at Goff, IN. EJ&E acts as an intermediate switch road moving trains between Griffith and Goff.

These agreements contain provisions that bar UP from assigning its rights under the agreements, except under certain specified conditions, without EJ&E's prior written consent.

UP Haulage. Under a haulage agreement with UP, EJ&E crews move trains on behalf of UP from various interchanges to various interchanges. Current business includes loaded unit coal trains and empty vehicle trains from West Chicago, IL, to CN at Griffith, IN, and loaded unit coal trains from West Chicago, IL, to CSS&SB at Goff, IN, including the return of the empty unit trains from Goff, IN, to West Chicago, IL. The agreement does not contain an explicit provision regarding assignability.

As I indicated you in my letter to you of March 21, 2008, Exhibit A to my letter to you of February 15, 2008, contains information regarding length, tonnages, and frequency of operation of, and number of cars in, trains operating on EJ&E segments between Leithton and Gary by virtue of trackage rights granted by EJ&E. Information about trains moved by EJ&E under haulage agreements was grouped with the information on non-CN trackage rights trains and reported under the heading of "Other Trains" in Exhibit A to my February 15, 2008, letter.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 3

2. Please explain how trains 8,000 to 10,000 feet long will be operated when the typical at-grade crossing pattern along the EJ&E is roughly a mile apart. Where will CN be installing an "A" block (or absolute stop signal where all trains must stop if the signal is red), and will CN provide adequate "safe parking spots" for their 8,000 to 10,000 foot long trains?

Exhibit A to this letter is an Excel file (Question 2-Safe Parking Spots.xls) indicating, in separate columns, the locations on the EJ&E line between Leithton and Kirk Yard that can provide "safe parking spots" between crossings for trains that are 10,000 feet, 8,000 feet, and 7,623 feet long. (Parking spots for 7,623-foot-long trains are shown because that is the length of the average CN train expected to operate on the EJ&E track after implementation of the Transaction, as reported in Exhibit A of my letter to you of February 15, 2008). The table in Exhibit A also indicates which segments are now double-tracked and which would be double-tracked after implementation of the Transaction, and would thus provide locations where trains could stop without holding up trains moving toward the location.

Among the infrastructure additions that CN plans to make to the EJ&E lines are control signals ("A" block or absolute stop signals) at the ends of sidings, double track sections, crossovers, and other control switch locations. CN does not, however, currently plan to install "A" blocks or absolute stop signals at road crossings. Rather, CN intends to use various of the many other train control methods applied in the rail industry, such as rail traffic control dispatching, radio communications, and operating rules and instructions, to effectively manage the movements of trains over EJ&E's lines corridor without blocking or stopping on road crossings. Under CN's current operating procedures, dispatchers and locomotive engineers follow U.S. Operating Rules # 526 (Public Crossings) (see Exhibit E of my letter to you of February 15, 2008), which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, if possible, cars, engines, and equipment may not stand closer than 200 feet from a road crossing when there is an adjacent track. (In cases where a train nonetheless stops in such a way as to block a crossing, the crew would be required to cut the train at the crossing location so that the parts of the train would be clear of the crossing while the train was stopped, then would have to reattach the cut cars once the train was cleared to proceed.)

3. Please define the number of locations where EJ&E performs industrial switching or interchanges which foul the main track. Does CN believe this work will be affected by the proposed increase in freight traffic?

Rondout, IL. EJ&E delivers interchange traffic to CP at Rondout; a portion of the train may occupy the main track while delivery is executed.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 4

Leithton, IL. EJ&E delivers interchange traffic to CN on an auxiliary track, and a portion of the train occupies the main track while delivery is accomplished. The main track is also occupied while EJ&E moves traffic received in interchange from an auxiliary track. In addition, the main track may be occupied while EJ&E serves Medline Industries.

Spaulding, IL. EJ&E delivers and receives interchange traffic to and from CP and IC&E on the EJ&E four-track yard at Spaulding. The main track is occupied while trains set out and pick up interchange traffic at this location. In addition, Greco & Sons is served from the main track, and the main track is occupied while EJ&E trains are serving this customer.

West Chicago, IL. EJ&E delivers and receives interchange traffic to and from UP on tracks adjacent to the directional siding and main track. Either track is occupied while EJ&E delivers or receives cars. Unit coal and vehicle trains are delivered from UP to EJ&E and may occupy either the directional siding or main track west of Hawthorne Lane. In addition, Tronox Corporation is served from the EJ&E main track, and the main track may be occupied while EJ&E is serving this customer.

Warrenhurst, IL. EJ&E serves NexGen Building Supplies from the main track, which is occupied while EJ&E is serving this customer.

Eola, IL. EJ&E delivers interchange traffic to BNSF at Eola, and the main track is occupied while interchange is effected. In addition, EJ&E serves Midwest Warehouse and Butterfield Center from the main track, which may be occupied while EJ&E is serving these customers.

Frontenac, IL. EJ&E serves Edward Hines Lumber from the main track, which may be occupied while EJ&E is serving this customer.

Walker, IL. EJ&E serves Entec Polymers from the main track at Walker and occupies the main track while serving this customer. Diageo, Coil Plus, and Ameribuilt systems are served from the siding at Walker, and the main track may be occupied while EJ&E is serving these customers.

Joliet, IL. INR Beatty Lumber is served from the main track, which is occupied while EJ&E is serving this customer.

Frankfort, IL. Tri-State Cut Stone and Pactiv Corporation are served from the directional siding at Frankfort, and the siding is occupied while EJ&E serves this customer.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 5

Matteson, IL. Ace Hardware is served from the single main track at Matteson, which is occupied while EJ&E is serving this customer. Interchange between EJ&E and CN occurs in the EJ&E Yard, adjacent to the Main 2 Track. Either main track may be occupied while the EJ&E delivers or receives interchange traffic at Matteson.

Chicago Heights, IL. EJ&E delivers interchange traffic to the UP on the Hill Track (CHTT) and in UP's 26th Street Yard. The Hill Track is accessed via EJ&E's main 2 track and is occupied while the EJ&E sets out and picks up cars at this location. UP does not use either EJ&E main track at the Hill Track location. EJ&E may occupy main 2 track while delivering cars to UP's 26th Street Yard. UP delivers cars to the EJ&E West Yard and occupies EJ&E's main 2 track while conducting interchange. In addition WSI, Wayne Steel, and Bulkmatic are served from EJ&E main 2 track, which is occupied while EJ&E is serving these customers.

Griffith, IN. Unit coal trains and vehicle trains are interchanged to CN at Griffith and may occupy main 2 track.

Van Loon, IN. EJ&E delivers and receives interchange traffic to and from NS at Van Loon, and the EJ&E main 2 track may be occupied during interchange.

Ivanhoe, IN. EJ&E serves Reed Minerals from main 1 track, which is occupied while EJ&E is serving this customer.

Illinois River Line. EJ&E uses the main track of the Illinois River Line solely to support customers located on the branch. No through trains operate on this line.

Lake Front Line. EJ&E uses the main track of the Lake Front Line to serve customers and to effect interchange with BRC, CRL, and SCIH. No through trains operate on this line.

Whiting Line. EJ&E uses the tracks of the Whiting Line to serve customers. No through trains operate on this line.

CN does not believe that local switching will be delayed by the anticipated increase of train volume on the EJ&E lines. Operators of local trains performing switching at industries along the EJ&E are expected to know when through trains are expected, and to plan their switching movements so that the trains will not interfere with each other.

4. What is CN's plan for improvements, if any, to the lift bridge across the Des Plaines River? Please provide a brief description of the operation of this bridge and the system

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 6

for communication with the Corps of Engineers and the navigation interests. Also provide information on how frequently this bridge is raised and is there sufficient holding room for trains being held at this location? Please provide CN's rationale as to how the bridge has the capacity to handle the increased train traffic.

CN has no present plans for improvements to Bridge 198, which crosses the Des Plaines River at Joliet. However, because river traffic has priority over rail traffic, CN intends to maintain adequate communication with river traffic control and, if necessary, will make such improvements as it finds necessary to ensure adequate communications. At present, Bridge 198 is remote controlled from the EJ&E dispatcher's office in Joliet, using a wireless code line that controls all functions of the bridge, including all boat detection telemetry. The bridge is operated electrically, with a direct feed from Commonwealth Edison providing the primary power, and a diesel generator, equipped with power off detection and self starting capability, providing secondary power. Radar is used to detect vessels moving either upstream or downstream. The bridge is also equipped with under bridge (lower bridge cutoff) safety detection, consisting of both upstream and downstream presence-detecting circuits, which will interrupt any lower-priority command if they are not "clear."

The EJ&E dispatcher's office has informed CN that the bridge is raised or lowered approximately 35 to 37 times in 24 hours of operation. The raising and lowering of the bridge varies seasonally and is dependant on waterway traffic not controlled by the railroad. It takes two minutes to raise the bridge to the open position and two minutes to lower it all the way to the closed position. This two-minute period begins the moment a move command is issued from the dispatcher's office and ends when an indication is received at that office that the movement has been completed, and therefore includes the time for the working of all devices used in the operation, including use of the code line and the actual motor control in the field.

There are locations both east and west of Bridge 198 (located on milepost 1.7 on the Western Subdivision) that can hold trains while waiting for the bridge to open and close for a vessel passing under it. EJ&E's Joliet Yard, located east of Bridge 198, has yard tracks with maximum lengths between 8,080 and 8,120 feet. West of Bridge 198, Turner Siding (between milepost 5.5 and milepost 3.8) is over 10,000 feet long and is available to hold trains.

5. CN's January 28, 2008 response letter provided a list of existing and proposed quiet zones on the EJE system. We now need a list of existing and proposed quiet zones, as well as the limits of those quiet zones, for the CN line segments located within 5 miles of the EJ&E arc and those within the EJ&E arc. Please provide this information.

Exhibit B to this letter contains a file (Question 5-CN FRA Report Quiet Zones.pdf) obtained from the Federal Railroad Administration (available at

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief
March 26, 2008
Page 7

<http://www.fra.dot.gov/downloads/safety/THRReport031708.pdf>) and listing existing and proposed quiet zone locations. The only quiet zone on a CN line within the EJ&E arc, or within five miles of that arc, is one on the Elsdon Subdivision at Munster, IN, listed as a “new” quiet zone.

6. CN’s January 28, 2008 response included additional conceptual information for each of the proposed connections, except for the proposed connection in Joliet. Please provide any design plans or planning documents you may have for the Joliet connection.

Exhibit C to this letter contains two conceptual drawings for the proposed connection at Joliet. The first (Question 6-NE Wye.pdf) corresponds to the design of the connection as shown in Figure 3 of the Operating Plan that was submitted with the Application in this proceeding. The second (Question 6-NE Wye Alt 2 (NW).pdf) shows an alternative design, which CN now believes would be preferable.

7. Please provide any analysis or discussion of alternatives that may have been evaluated for any of the connections. If information does not exist, please discuss potential alternatives, specifically the connections at Munger and Matteson.

The response to item no. 6, above, provides alternative designs for the proposed connection at Joliet. In my letter to you of March 20, 2008, I provided an alternative design for the proposed connection at Munger, which CN now believes would be preferable to the design that was earlier provided to you. Exhibit D to his letter is a PowerPoint slide (Question 7-Matteson.ppt) presenting an alternative design for the improved connection at Matteson. CN considered this design before deciding on the current plan for this connection, which was reflected on Figure 4 to the Operating Plan and on the design provided to you previously.

8. CN did not include track charts for the Joliet to Bridgeport line segments in the prior information request response. Please provide these track charts.

As noted in my letter to you of March 21, 2008, these track charts have already been provided.

9. Attached is a table (Rail Line Segments, dated 2-4-08) showing line segments that includes milepost locations and existing and proposed train volumes over these segments. The milepost descriptions and some additional segments were created from the timetables and track charts provided by CN. Please review this information and either verify it or provide corrected information for the milepost locations, distances, and train volume information.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief
March 26, 2008
Page 8

Exhibit E to this letter is an Excel file (Question 9-Segment List.xls) providing corrected information regarding the segments identified in the attachment to your Data and Information Request #2.

10. Please provide estimated fuel use (gallons/year) for: (1) existing rail traffic that would be diverted to the EJ&E, and (2) for the same traffic when operating on the EJ&E. Also, please provide a detailed description of the basis for these fuel use estimates (e.g., modeling software, consultant used, assumptions, trains/day diverted, etc.).

As noted in my letter to you of March 21, 2008, information regarding annual fuel consumption may be derived from information already provided. Nevertheless, I am providing, as Exhibit F to this letter, an Excel file (Question 10-Gallons per year.xls) that presents (on tabs "EJ&E Fuel_Detail," "Chicago_Fuel_Pre_Detail," and "Chicago_Fuel_Post_Detail") the information previously provided, then summarizes (on the "Summary" tab) that information and presents CN's calculations of the number of imperial U.S. gallons per year for (1) existing rail traffic now operating on line within the EJ&E arc that would be diverted to the EJ&E line, and (2) the same traffic on the EJ&E line. The "Summary" tab also includes CN calculations of imperial and U.S. gallons per thousand ton-miles, both before and after implementation of the Transaction, on the EJ&E line and on lines used by CN within the EJ&E arc.

11. Please clarify the number of trains that would pass through the track interchange locations both on the existing CN lines and the intersecting EJ&E rail line. How many trains per day would use each of the connections? Please provide the movements for all trains through the proposed connection interchanges. We are particularly interested in the movements of trains through the proposed connections at Matteson and Griffith.

CN's Service Design team is working to develop information regarding the number of trains moving over connections between the rail lines of CN and EJ&E lines, as well as those between CN or EJ&E and rail lines and rail lines of other railroads. We will provide this information as soon as it becomes available and has been verified.

12. How much of a reduction in CN traffic handled through Clearing Yard is anticipated? What percentage of existing CN traffic uses this yard and what percentage of traffic do you anticipate using this yard following implementation of the operating plan? What is the typical time that CN trains spend getting through the yard? Does the road power stay on the trains; how are CN crews changed; please describe the typical operation.

Attached as Exhibit G to this letter is an Excel file (Question 12 BRC volume.xls), presenting information about CN use of BRC Clearing Yard. As the table indicates, CN handles 4,266.6 cars per day in the Chicago area (*i.e.*, within the EJ&E arc). Of that number,

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 9

31.0 cars originate at Clearing Yard, 27.2 cars per day terminate at Clearing Yard, and 573.4 cars are interchanged at Clearing Yard. After implementation of the Transaction, CN anticipates that number of cars originating and terminating at Clearing Yard will continue to be 31.0 and 27.2, per day respectively, but that the number interchanged will fall to 21.6 cars per day. The total number of CN cars handled (*i.e.*, originated, terminated, or interchanged) at Clearing Yard is 631.6 cars per day, or 14.8% of the total number of CN cars moving in or through Chicago. After implementation of the Transaction, the number of CN cars handled at Clearing Yard is expected to fall to 79.8 cars per day, or 1.9% of the total number of CN cars moving in or through Chicago.

13. Where are CN trains currently experiencing the greatest amount of delay in the greater Chicago terminal area? Please describe a typical movement of CN traffic which enters the Chicago area on the Waukesha Subdivision and leaves via the Chicago or South Bend Subdivisions.

CN experiences the greatest amount of delay on the Waukesha Subdivision, at holding points between Franklin Park and Buffalo Grove, and secondarily on the Elsdon Subdivision at holding points between Blue Island and Griffith.

A CN train moving southbound on the Waukesha Subdivision crosses the EJ&E arc at Leithton, and is held in the vicinity of Schiller Park awaiting its turn to enter IHB trackage. When cleared to proceed, the train enters on the IHB trackage, but advances only as far as station Rose, where it is held. After being cleared to advance, it proceeds to station Broadview, where it is held. After being cleared to advance from Broadview, it proceeds to station McCook, where it is held. After being cleared to advance from McCook, it proceeds to station 87th Street (Bridgeview), where it is held. After being cleared to advance from 87th Street, it proceeds to Chicago Ridge, where it is held. After being cleared to leave Chicago Ridge, it advances and moves onto the CN Elsdon Sub at Blue Island. If the train is destined for the South Bend Subdivision, it stops at Western Avenue (Posen) for a crew change. If the train is destined for the Chicago Subdivision, it stops to obtain clearance onto that Subdivision, then advances on the Chicago Subdivision to Homewood, where it stops for a crew change.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 26, 2008

Page 10

14. What are the typical lengths of CN trains currently operating within the EJ&E arc? Also, please provide the train speeds on the CN segments.

As noted in my letter to you of March 21, 2008, this information has already been provided.

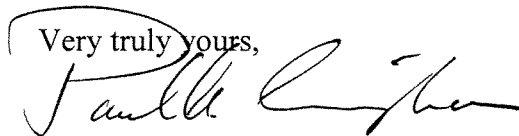
15. Does CN have a proposed schedule of trains that will run on the EJ&E line? If so, please provide the proposed schedule.

CN has not yet developed a schedule for train operations on the EJ&E line after implementation of the Transaction. Such schedules are expected to change from year to year as improved connections between the EJ&E line and CN's present lines are installed, as each connection will make it possible to reroute additional traffic from its present route through Chicago.

* * * * *

CN is working diligently to provide you and HDR with the remaining information requested in Data and Information Request #2, and we expect to have answers to item no. 11, as well as your outstanding "Medium Priority" and "Low Priority" items, in the near future.

Very truly yours,



Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

cc: John H. Morton
Normand Pellerin

LIST of E/J&E ROAD CROSSINGS & DIAMONDS																
WORKING INFORMATION (from CN)																
QUESTION #2: "Safe Parking Spots" for Trains Clear of Crossings E&J&E: Kirk Yard to Leighton Jct																
STATE	RAILROAD	PROV	RSP/VIEW	STREET	CITY/TOWN	MILEPOST	TIME TABLE MP	Distance from Kirk Yard	SEGMENT NUMBER	EXISTING TRACKAGE	FUTURE TRACKAGE	Distance Between Crossings, Diamonds	10,000 ft	5,000 ft	7525 ft Typical CN Train	
Indiana	E/J	JOLIET	EASTERN SUB	E&J&E Segment # 1			48.4	0.0	1	Double Track	Double Track					
				5TH AVE		GARY	004197	43.2	2.7	2	Double Track	Double Track	18110	18110	18110	
				E&J&E Segment # 2												
				VANHOE DIAMOND												
				9TH AVE		GARY	004152	41.8	3.6	3	Double Track	Double Track	888			
				10TH AVE		GARY	004103	41.0	4.4	3	Double Track	Double Track	INTERLOCKING 1478			
				25TH AVE		GARY	004003	40.0	5.4	3	Double Track	Double Track	2867			
				E&J&E Segment # 3 - VAN LOON DIAMOND												
				BLACKOAK ROAD		GARY	003968	39.7	5.7	4	Double Track	Double Track	5290			
				40TH PLACE		GRIFFITH	003811	39.1	7.3	4	Double Track	Double Track	INTERLOCKING 804			
Indiana	E/J	JOLIET	EASTERN SUB	45TH AVE		GARY	003752	37.5	7.9	4	Double Track	Double Track	8290		8290	8290
				ELM ST		GRIFFITH	003702	37.0	8.4	4	Double Track	Double Track	3115			
				MILLER ST		GRIFFITH	003699	36.9	8.5	4	Double Track	Double Track	2640			
				LAKE ST		GRIFFITH	003677	36.8	8.6	4	Double Track	Double Track	686			
				COLUMBIA ST (CLOSED)		GRIFFITH	003664	36.6	8.8	4	Double Track	Double Track	634			
				MAIN ST		GRIFFITH	003652	36.5	8.9	4	Double Track	Double Track	1320			
				BROAD ST		GRIFFITH	003633	36.3	9.1	4	Double Track	Double Track	without interlocking			
				E&J&E Segment # 4 - GRIFFITH DIAMOND												
				SCHERER AVE		SCHERERVILLE	003436	34.4	11.0	5	Double Track	Double Track	INTERLOCKING 8800		8800	8800
				HARTSDALE DIAMOND		SCHERERVILLE	003366	33.7	11.7	5	Double Track	Double Track	without interlocking			
Indiana	E/J	JOLIET	EASTERN SUB	OYER DIAMOND												
				HART ST		DYER	003110	31.1	14.3	5	Double Track	Double Track	3896			
				LAKE ST		DYER	003096	31.0	14.4	5	Double Track	Double Track	12672		12672	12672
				LINCOLN HWY		LYNNWOOD	003069	30.7	14.7	5	Double Track	Double Track	738			
				TORRENCE AV		SAUK VILLAGE	002916	29.2	16.2	5	Double Track	Double Track	1478			
				COTTAGE GROVE AV		CHICAGO HTS	002717	27.2	18.2	5	Double Track	Double Track	7973		7973	7973
				STATE ST		CHICAGO HTS	002616	26.2	19.2	5	Double Track	Double Track	10613		10613	10613
				WEAVER AVE		CHICAGO HTS	002592	25.9	19.5	5	Double Track	Double Track	1297			
				E&J&E Segment # 5 - CHICAGO HEIGHTS DIAMOND												
				EAST END		CHICAGO HTS	002519	25.2	20.2	6	Double Track	Double Track	3802			
Illinois	E/J	JOLIET	EASTERN SUB	WEST END AVE		CHICAGO HTS	002504	25.0	20.4	6	Double Track	Double Track	INTERLOCKING without interlocking			
				CHICAGO RD		CHICAGO HTS	002491	24.9	20.5	6	Double Track	Double Track	without interlocking			
				EQUID AVE		CHICAGO HTS	002461	24.6	20.8	6	Double Track	Double Track	1478			
				WESTERN AVE		PARK FOREST	002312	23.1	22.3	6	Double Track	Double Track	7973		7973	7973
				E&J&E Segment # 7												
				MATTESON		MATTESON	002161	21.6	23.9	7	Double Track	Double Track	8164		8164	8164
				CICERO AV		MATTESON	002006	20.1	25.3	7	Double Track	Double Track	8227			
				CENTRAL AV		MATTESON	001907	19.1	26.3	7	Double Track	Double Track	5290			
				RUGELAND AV		MATTESON	001807	18.1	27.3	7	Double Track	Double Track	5333			
				HARLEM AV		FRANKFORD	001706	17.1	28.3	7	Double Track	Double Track	5333			
Illinois	E/J	JOLIET	EASTERN SUB	PREFERED ROWS AV		FRANKFORD	001506	15.1	30.3	7	Double Track	Double Track	10660		10660	10660
				SAUK TRAIL		FRANKFORD	001483	14.8	30.6	7	Double Track	Double Track	1214			
				CENTER RD		FRANKFORD	001405	14.1	31.4	7	Double Track	Double Track	4118			
				WOLF RD		FRANKFORD	001196	12.0	33.4	7	Double Track	Double Track	11036		11036	11036
				OWENS RD (16 ST)		FRANKFORD	001149	11.5	33.9	7	Double Track	Double Track	2482			
				SCHOOL HOUSE RD		NEW LENOX	001020	10.0	35.4	7	Double Track	Double Track	7987			
				S SIEGNER ROAD		NEW LENOX	000924	9.2	36.2	7	Double Track	Double Track	4013			
				CEGAR RD		NEW LENOX	000900	9.0	37.4	7	Double Track	Double Track	6547			
				NELSON		NEW LENOX	000700	7.0	38.4	7	Double Track	Double Track	5290			
				S GOUGH ROAD		NEW LENOX	000600	6.0	39.4	7	Double Track	Double Track	6290			
Illinois	E/J	JOLIET	EASTERN SUB	CHERRY HILL RD		JOLIET	000502	5.0	40.4	7	Double Track	Double Track	5290			
				BRIGGS ST		JOLIET	000422	4.2	41.2	7	Double Track	Double Track	4118			
				W SPENCER RD		JOLIET	000316	3.2	42.3	7	Double Track	Double Track	6660			
				ROWELL ST		JOLIET	000296	2.9	42.5	7	Double Track	Double Track	1531			
				MILLS RD		JOLIET	000220	2.2	42.9	7	Double Track	Double Track	1901			
				ROWELL ST		JOLIET	000180	1.8	43.5	7	Double Track	Double Track	3698			
				WASHINGTON ST		JOLIET	000096	0.8	44.6	8	Double Track	Double Track	4408			
				E&J&E Segment # 8 - ROCK ISLAND DIAMOND												
				WOODRUFF		JOLIET YARD		0.0	45.4	8	Double Track	Double Track	792			
				E&J&E Segment # 9												
Illinois	E/J	JOLIET	WESTERN SUB	WOODRUFF		JOLIET	000092	0.0	46.4	8	Double Track	Double Track	INTERLOCKING 4224			
				E&J&E Segment # 10												
				BIDGE												
				E&J&E Segment # 11												
				E&J&E Segment # 12												
				E&J&E Segment # 13												
				E&J&E Segment # 14												
				E&J&E Segment # 15												
				E&J&E Segment # 16												
				E&J&E Segment # 17												

Quiet Zone Locations

Report Date: 03/14/2008

State	City	QZType	RailRoad		
AK	Anchorage	Pre-Rule	ARR		
AK	Sou Anchorage	New	ARR		
Total Number of Records for State				AK	2
AL	Decatur	New	NS		
AL	Madison	New	NS		
Total Number of Records for State				AL	2
CA	Elk Grove	New	UP Railroad		
CA	Richmond (N)	New	UP		
CA	Richmond W1	New	BNSF		
CA	Richmond W2	New	BNSF		
CA	Pomona	New	UP, Metrolink,		
CA	Campbell 1	New	UP		
CA	Campbell 2	New	UP		
CA	San Jose	New	Vasona		
CA	West Sacramento	New	UP		
CA	Richmond (S1)	New	BNSF		
CA	Placentia	New	BNSF		
CA	Sacramento	New	UP		
CA	Bakersfield	Pre-Rule	BNSF		
Total Number of Records for State				CA	13
CO	Commerce City	New	BNSF		
Total Number of Records for State				CO	1
CT	Groton	New	ATK		
CT	Stonington	New	ATK		
Total Number of Records for State				CT	2
FL	Pembroke Park	New	CSX		
FL	Hollywood	New	CSX		
FL	Broward County 2	New	CSX		
FL	Palm Beach Count	New	CSX		
FL	Broward County	New	CSX		
FL	West Palm Beach	New	Amtrak, CSX		
FL	Boca Raton	New	CSX		
FL	Broward County	New	CSX		
Total Number of Records for State				FL	8

State	City	QZType	RailRoad		
GA	Marietta	New	CSX		
GA	Marietta	New	CSX		
Total Number of Records for State				GA	2
IA	Denison	New	UP		
IA	Bellevue	Pre-Rule	CPRS		
IA	Le Claire	New	ICE		
IA	Nevada	New	Up		
Total Number of Records for State				IA	4
IL	Elwood	New	UP		
IL	Chicago	New	Iowa, Chicago &		
IL	Vernon Hills	New	EJE		
IL	Glenwood	New	UP		
IL	DeKalb	New	UP		
IL	Cortland	New	UP		
IL	Morrison	New	UP		
IL	Elmhurst	New	CC		
IL	Springfield	Pre-Rule	NS		
IL	Chicago	New	CSX		
IL	Antioch	New	WC		
IL	Plainfield East	New	EJE		
IL	Barrington	New	EJE		
Total Number of Records for State				IL	13
IN	Munster	New	CN		
IN	Mishawaka	Pre-Rule	NS/CN		
IN	South Bend	Pre-Rule	CN/NS		
Total Number of Records for State				IN	3
KS	Overland Park	New	UP		
Total Number of Records for State				KS	1
KY	Covington	Pre-Rule	CSX		
KY	Anchorage	Pre-Rule	CSX		
KY	Louisville (2)	Pre-Rule	CSX		
KY	Louisville (1)	New	CSX		
KY	La Grange	Pre-Rule	CSX		
KY	Louisville (3)	Pre-Rule	CSX		
Total Number of Records for State				KY	6
LA	Harahan	Pre-Rule	NS		
Total Number of Records for State				LA	1

State	City	QZType	RailRoad
MA	Andover	Pre-Rule	BM
MA	Manchester	Pre-Rule	MBCR
MA	Wenham	Pre-Rule	MBTA
MA	Hamilton	Pre-Rule	MBTA
MA	Chelsea	Pre-Rule	MBTA
MA	Beverly NLSouth	Pre-Rule	MBTA
MA	Beverly NLNorth	Pre-Rule	MBTA
MA	Beverly RLWest	Pre-Rule	MBTA
MA	Beverly RLCent.	Pre-Rule	MBTA
MA	Beverly RLEast	Pre-Rule	MBTA
MA	Gloucester	Pre-Rule	MBTA
MA	Belmont	Pre-Rule	MBTA
MA	Reading	Pre-Rule	MBTA
MA	Concord	New	MBTA
MA	Ipswich	Pre-Rule	MBTA
MA	Weston	Pre-Rule	MBTA
MA	Lincoln	Pre-Rule	MBTA
MA	Wakefield	Pre-Rule	MBTA
MA	Norfolk	Pre-Rule	MBTA
MA	Wilmington	Pre-Rule	GRS
MA	Ayer	Pre-Rule	ATK
MA	Acton	Pre-Rule	MBTA
MA	Melrose	Pre-Rule	MBTA
MA	Medford	Pre-Rule	MTA
MA	Somerville	Pre-Rule	MBTA
MA	Waltham	Pre-Rule	MBTA
MA	Hingham	New	MBTA
MA	Rowley	New Partial	MBTA
Total Number of Records for State			MA 28
MD	Hagerstown	Pre-Rule	CSX
MD	Cumberland	Pre-Rule	CSX
MD	Cumberland	Pre-Rule	CSX
Total Number of Records for State			MD 3

State	City	QZType	RailRoad
ME	Pittsfield	Pre-Rule	ST
ME	Rockland	Pre-Rule	MC
ME	Yarmouth	Pre-Rule	SLR
ME	Falmouth	Pre-Rule	ST
ME	Portland (2)	Pre-Rule	ST
ME	Portland (3)	Pre-Rule	ST
ME	Livermore Falls	Pre-Rule	ST
ME	Presque Isle	Pre-Rule	BAR
ME	Westbrook	Pre-Rule	ST
ME	Westbrook	Pre-Rule	ST
ME	Portland (1)	Pre-Rule	ST
ME	Millinocket	Pre-Rule	BAR
ME	Brunswick	New	Main Coast RR
ME	Rockland (New)	New	Maine Eastern RR
ME	Fairfield	Pre-Rule	Guilford
ME	Waterville	Pre-Rule	GRS
Total Number of Records for State			ME 16
MI	Iron Mountain	Pre-Rule	Escanaba & Lake
MI	Durand	Pre-Rule	GTW
MI	Durand	Pre-Rule	GTW
MI	Durand	Pre-Rule	GTW
MI	Durand	Pre-Rule	GTW
Total Number of Records for State			MI 5

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State	City	QZType	RailRoad
MN	South St. Paul	Pre-Rule	UP
MN	Minnetonka	New	CP
MN	St Cloud	New	BNSF
MN	Dilworth	New	BNSF
MN	St. Paul Park	New	BNSF
MN	Moorhead	New	BNSF Railroad
MN	Proctor	Pre-Rule	CN
MN	Medina	New	UP
MN	Little Falls	New	BNSF
MN	Coon Rapids 2	New	BNSF
MN	Brooklyn Center	New	SOO
MN	Minnetonka	New	CPR
MN	Dellwood	New Partial	SOO
MN	Duluth (BNSF)	Pre-Rule	BNSF
MN	Greenfield	New	CP
MN	Bayport	Pre-Rule	UP
MN	Saint Paul	Pre-Rule	SOO
MN	Saint Paul	Pre-Rule	UP
MN	Saint Paul	Pre-Rule	MNNR
MN	Minneapolis MN&S	Pre-Rule	SOO
MN	Winona	Pre-Rule	SOO
MN	Minneapolis Wayz	Pre-Rule	BNSF
MN	Minneapolis Grov	Pre-Rule	BNSF
MN	Minneapolis Talm	Pre-Rule	BNSF
MN	Minneapolis CPRR	Pre-Rule	SOO
MN	Minneapolis Broa	Pre-Rule	MNNR
MN	Minneapolis Henn	Pre-Rule	MNNR
MN	Minneapolis Hiaw	Pre-Rule	SOO
MN	Minneapolis Prog	Pre-Rule	SOO
MN	Minneapolis TCWR	Pre-Rule	TCW
MN	Duluth (SLLX)	Pre-Rule	SLLX
MN	Duluth CN	Pre-Rule	DMIR
MN	Duluth (UP)	Pre-Rule	UP
MN	Duluth (Soo)	Pre-Rule	SOO
MN	Northfield	Pre-Rule	SOO
MN	Coon Rapids	New	BNSF
MN	Saint Paul	Pre-Rule	BNSF
MN	Plymouth	Pre-Rule	CP

Total Number of Records for State MN 38

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State	City	QZType	RailRoad		
MO	St. Louis	Pre-Rule	UP		
MO	St. Louis	Pre-Rule	NS		
MO	Oakland	Pre-Rule	BSNF		
MO	Oakland	Pre-Rule	UP		
MO	St. Louis	Pre-Rule	BNSF		
MO	Webster Groves	Pre-Rule	BNSF		
MO	Maplewood	Pre-Rule	UP		
MO	Kirkwood	Pre-Rule	UP		
MO	Webster Groves	Pre-Rule	UP		
MO	Shrewsbury	Pre-Rule	BNSF		
MO	Kirkwood	Pre-Rule	BSNF		
MO	Seymour	New	BNSF		
MO	Webster Groves	Pre-Rule	UP		
MO	Webster Groves	New	UP		
MO	Springfield	New	BNSF		
MO	St. Louis	Pre-Rule	MRS		
MO	St. Louis	Pre-Rule	UP/TRRA		
MO	Osage County	New Partial	UP		
MO	Washington	New	UP		
MO	St. Louis	Pre-Rule	BSDA		
			Total Number of Records for State	MO	20
NC	Rocky Mount	Pre-Rule	CSX		
NC	Rocky Mount	Pre-Rule	CSX		
NC	New Bern	Pre-Rule	NS		
			Total Number of Records for State	NC	3
ND	Fargo	New	BNSF Railroad		
			Total Number of Records for State	ND	1
NJ	Westfield	New	NS		
NJ	Montclair	Pre-Rule	NJTR		
			Total Number of Records for State	NJ	2
NM	Alamogordo	New	UP		
NM	Deming	New	Union Pacific		
NM	Albuquerque P1	New	NNRX		
			Total Number of Records for State	NM	3
NY	Watervliet	Pre-Rule	DH		
NY	Cohoes	Pre-Rule	DH		
			Total Number of Records for State	NY	2
OH	Moraine	New	CSX		
			Total Number of Records for State	OH	1

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State	City	QZType	RailRoad		
OR	Westfir	New	UP		
OR	The Dalles	Pre-Rule	UP		
OR	Pendleton	Pre-Rule	UP		
OR	Umatilla County	Pre-Rule	UP		
Total Number of Records for State				OR	4
PA	Hanover	Pre-Rule	CSX		
PA	York	Pre-Rule	NS		
PA	Lower Makefield	New Partial	CSX Railroad		
Total Number of Records for State				PA	3
SC	North Charleston	New	CXS Railroad		
SC	Spartanburg	New	Norfolk Southern		
Total Number of Records for State				SC	2
TX	Midland	New	Union Pacific		
TX	Murphy	New	UP		
TX	Plano	New	KCS		
TX	Plano	New	BNSF RR		
TX	Richardson	New	KCS		
TX	Houston	New	UP		
TX	Watauga	New	UP		
TX	Fort Worth 1	New	BNSF, Amtrak,		
TX	Fort Worth 3	New	TRE		
TX	Texarkana	New	KCS		
TX	Fort Worth 2	New	FWWR		
TX	Irving	New	TRE		
TX	Austin	New	AUAR		
TX	Austin	New	AUAR		
TX	Austin	New	UP		
TX	Richmond	New	BNSF		
TX	Irving	New	DART		
TX	Austin	New	AUAR		
Total Number of Records for State				TX	18
UT	Salt Lake City	New	UP		
Total Number of Records for State				UT	1

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State	City	QZType	RailRoad		
VA	Roanoke Belt Lin	Pre-Rule	NS		
VA	Roanoke Blue Rid	Pre-Rule	NS		
VA	Roanoke Coke	Pre-Rule	NS		
VA	Roanoke Industri	Pre-Rule	NS		
VA	RoanokeTerm	Pre-Rule	NS		
VA	Roanoke VGN	Pre-Rule	NS		
VA	Salem- Chrstnsbg	Pre-Rule	NS		
VA	Salem-Whte.Thorn	Pre-Rule	NS		
VA	Williamsburg	Pre-Rule	CSX		
VA	Christiansburg	Pre-Rule	NS		
VA	Bluefield	Pre-Rule	NS		
VA	Buchanan	Pre-Rule	NS		
VA	Ashland	Pre-Rule	CSX		
VA	Abingdon	Pre-Rule	NS		
VA	Charlottesville	Pre-Rule	CSX		
VA	Culpeper	Pre-Rule	NS		
VA	Appalachia	Pre-Rule	NS		
VA	Suffolk	Pre-Rule	NS		
VA	Rocky Mount	Pre-Rule	NS		
VA	Vinton	Pre-Rule	NS		
VA	Manassas	Pre-Rule	NS		
VA	Chesterfield Cty	New Partial	csx		
VA	Manassas	Pre-Rule	NS		
VA	Vinton	Pre-Rule	NS		
VA	Chesterfield Cou	New Partial	CSX		
			Total Number of Records for State	VA	25
VT	Burlington	New	Vermont RWY		
			Total Number of Records for State	VT	1
WA	Spokane Valley	New	BNSF		
WA	Spokane	Pre-Rule	UP		
WA	Wenatchee	Pre-Rule	BNSF		
WA	Seattle	Pre-Rule	BNSF		
			Total Number of Records for State	WA	4

State	City	QZType	RailRoad
WI	La Crosse	Pre-Rule	BNSF
WI	La Crosse	Pre-Rule	BNSF
WI	La Crosse CP 2	Pre-Rule	SOO
WI	Oshkosh	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	La Crosse	Pre-Rule	BNSF
WI	Wauwatosa	Pre-Rule	SOO
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Burlington	Pre-Rule	WC
WI	Superior	Pre-Rule	BNSF
WI	Superior	Pre-Rule	WC
WI	Prairie du Chien	Pre-Rule	BNSF
WI	Fond Du Lac	Pre-Rule	WC
WI	Watertown	Pre-Rule	SOO
WI	Watertown	Pre-Rule	UP
WI	Watertown	Pre-Rule	WSOR
WI	Pleasant Prairie	Pre-Rule	UP
WI	Fox Point	Pre-Rule	UP
WI	Spencer	Pre-Rule	WC
WI	Milwaukee	Pre-Rule	UP
WI	Waukesha	Pre-Rule	WC
WI	Waukesha	Pre-Rule	WC
WI	Waukesha	Pre-Rule	WSOR
WI	Elm Grove	Pre-Rule	SOO
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Milwaukee	Pre-Rule	UP
WI	Ashwaubenon	New	CN
WI	North Fond du La	Pre-Rule	WC
WI	Milwaukee	New	SOO
WI	Mukwonago	Pre-Rule	WC
WI	Richfield	New	CN
WI	Fond du Lac	Pre-Rule	WC
WI	Marshfield	Pre-Rule	WC
WI	Neenah	Pre-Rule	WC
WI	Junction City	Pre-Rule	WC
WI	West Allis	Pre-Rule	UP
WI	West Allis	Pre-Rule	UP
WI	Wauwatosa City	Pre-Rule	SOO
WI	Superior	Pre-Rule	SOO
WI	Superior	Pre-Rule	UP
WI	Superior	Pre-Rule	UP

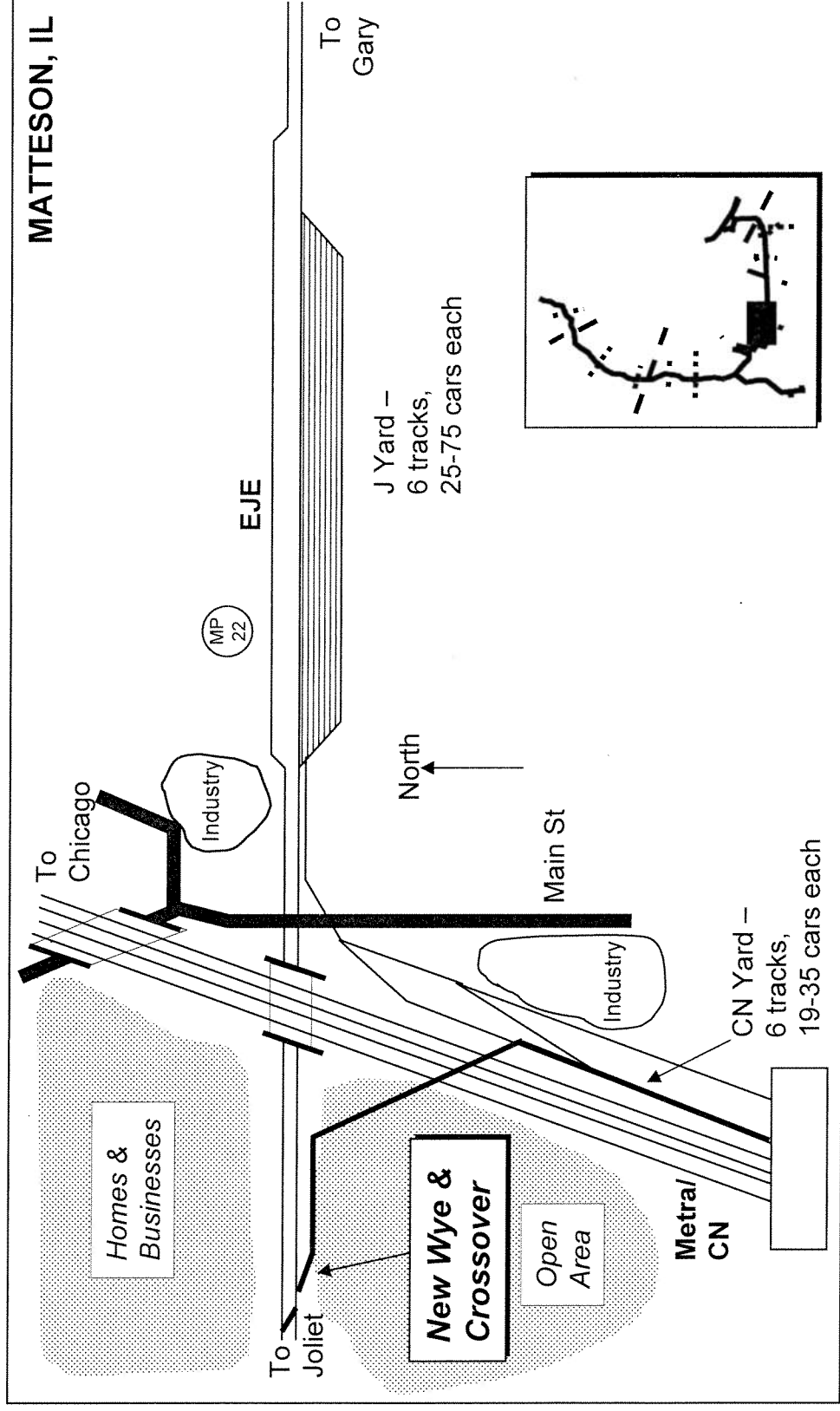
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State	City	QZType	RailRoad		
WI	Superior	Pre-Rule	BNSF		
WI	Superior	Pre-Rule	BNSF		
WI	Superior	Pre-Rule	BNSF		
WI	Superior	Pre-Rule	BNSF		
WI	Superior	Pre-Rule	BNSF		
WI	Oconomowoc Lake	New	CP		
WI	La Crosse TK76	Pre-Rule	BNSF		
WI	Wausau Throu Lon	Pre-Rule	WSOR		
WI	Wausau West Ind	Pre-Rule	WSOR		
WI	Wausau 3M Spur	Pre-Rule	WSOR		
WI	Wausau James Riv	Pre-Rule	WSOR		
WI	Madison QZ 3	New	WSOR		
			Total Number of Records for State	WI	63
WV	Chesapeake	New	Amtrak, CSX		
			Total Number of Records for State	WV	1
				Total Number of records:	302



CHICAGO TERMINAL DIV	
DATE	SUB
10/11/11	JOLIET ILL
Southern Region	
25 MPH NORTHEAST CONNECTION	
JOLIET SUB TO E&E WESTERN SUB	
Operating Company: ICRR-E&E	
OFFICE OF REGIONAL CHIEF ENGINEER	
Sheet No.	Scale
1 of 1	1"=100'
Drawn by	Drawn by
Checked by	Checked by
Date	Date
8/27/07	File No.

Matteson, Illinois – Chicago Sub and EJE



Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 1	Chicago	7.9	Markham	21.8	Matteson	29.7	12.6	10.0	(2.6)
CN 2	Chicago	1.8	Harvey	20.0	Markham	21.8	21.1	2.0	(19.1)
CN 3	Chicago	2.1	Riverdale	17.9	Harvey	20.0	8.4	2.0	(6.4)
CN 4	Chicago	2.4	Wildwood	15.5	Riverdale	17.9	8.4	2.0	(6.4)
CN 5	Chicago	1.0	Kensington	14.5	VWildwood	15.5	8.4	2.0	(6.4)
CN 6	Chicago	2.8	94th St	11.7	Kensington	14.5	8.4	2.0	(6.4)
CN 7	Chicago	3.6	67th St	8.1	94th St	11.7	6.4	-	(6.4)
CN 8	Chicago	6.6	16th St	1.5	67th St	8.1	6.4	-	(6.4)
CN 9	Freeport	2.3	16th St	2.1	Bridgeport	4.4	4.6	-	(4.6)
CN 10	Freeport	3.9	Bridgeport	4.4	Belt Xing	8.3	2.5	-	(2.5)
CN 11	Freeport	0.6	Belt Xing	8.3	Hawthorne	8.9	4.5	-	(4.5)
CN 12	Freeport	5.8	Hawthorne	8.9	Broadview (IHB)	14.7	4.4	1.7	(2.7)
CN 13A	Freeport	3.6	Broadview (IHB)	14.7	Du Page-Cook Co Line	18.3	3.0	1.7	(1.3)
CN 13B	Freeport	17.4	Du Page-Cook Co Line	18.3	Munger (EJE)	35.7	3.0	1.7	(1.3)
CN 14	Joliet	4.4	Bridgeport	3.5	Lemoine	7.9	2.1	-	(2.1)
CN 15	Joliet	2.5	Lemoine	7.9	Glenn Yard	10.4	2.1	2.0	(0.1)
CN 16	Joliet	2.7	Glenn Yard	10.4	Argo	13.1	5.8	2.0	(3.8)
CN 17	Joliet	12.2	Argo	13.1	Lemont	25.3	1.8	2.0	0.2
CN 18	Joliet	11.5	Lemont	25.3	Joliet	36.8	1.8	2.0	0.2
CN 19	Waukesha	0.1	Madison St	10.9	Forest Park	11.0	5.4	-	(5.4)
CN 20	Waukesha	4.5	Forest Park	11.0	B12	15.5	5.4	-	(5.4)
CN 21	Waukesha	2.3	B12	15.5	Schiller Park	17.8	19.3	2.0	(17.3)
CN 22	Waukesha	20.1	Schiller Park	17.8	Leithton	37.9	19.1	2.0	(17.1)
CN 23A	Elsdon	5.5	ILL-IN State Line	30.6	Griffith	36.1	22.1	2.9	(19.2)
CN 23B	Elsdon	5.4	Thornton Jct. (UP)	25.2	ILL-IN State Line	30.6	22.1	2.9	(19.2)
CN 24	Elsdon	2.0	CN Jct.	23.2	Thornton Jct. (UP)	25.2	19.5	1.0	(18.5)
CN 25	Elsdon	3.9	Blue Island	19.3	CN Jct.	23.2	14.9	1.0	(13.9)
CN 26	Elsdon	7.5	Hayford	11.8	Blue Island	19.3	3.4	-	(3.4)
CN 27	Elsdon	3.1	Elsdon	8.7	Hayford	11.8	-	-	-
CN 28	Elsdon	3.7	Union Ave	5.0	Elsdon	8.7	-	-	-
CN 29	Waukesha	6.1	Leithton	37.9	Gray's Lake	44.0	-	-	-
CN 30A	Freeport	1.6	Munger (EJE)	35.7	Du Page-Kane Co Line	37.3	-	-	-
CN 30B	Freeport	1.8	Du Page-Kane Co Line	37.3	Coleman	39.1	-	-	-
CN 31(UP)	Joliet	2.3	Joliet	36.8	So. Joliet	39.1	-	-	-
CN 32	Chicago	4.7	Matteson	29.7	Mill Street	34.4	-	-	-

Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 33	South Bend	5.0	Griffith	36.1	Broadway	41.1			-
EJE -2	Lakefront Line	4.2	Hammond	4.2	South Chicago	-	0.9	0.9	-
EJE -1	Lakefront Line	4.6	Indiana Harbor	8.8	Hammond	4.2	1.8	1.8	-
EJE 0	Lakefront Line	3.4	Gary (Kirk Yard)	12.2	Indiana Harbor	8.8	3.5	3.5	-
EJE 1	Eastern	2.2	Cavanaugh	43.2	Gary (Kirk Yard Jct)	45.4	11.8	31.8	20.0
EJE 2	Eastern	1.4	Ivanhoe	41.8	Cavanaugh	43.2	9.8	29.8	20.0
EJE 3	Eastern	2.0	Van Loon	39.8	Ivanhoe	41.8	9.7	29.7	20.0
EJE 4	Eastern	3.6	Griffith	36.2	Van Loon	39.8	7.6	28.6	21.0
EJE 5A	Eastern	5.7	Chicago Heights	25.2	Dyer (State Line)	30.9	10.2	34.2	23.9
EJE 5B	Eastern	5.4	Dyer (State Line)	30.9	Griffith	36.2	10.2	34.2	23.9
EJE 6	Eastern	3.5	Matteson (CN/METRA OH)	21.7	Chicago Heights	25.2	8.6	31.6	22.9
EJE 7A	Eastern	1.0	Rock Island Jct	0.8	Marble Falls (end of existing DT)	1.8	6.4	28.3	21.9
			Marble Falls (end of existing DT)		West Frankfort (end prop DT, begin of existing siding)				
EJE 7B	Eastern	9.8	DT)	1.8	West Frankfort (end prop DT, begin of existing siding)	11.6	6.4	28.3	21.9
EJE 7C	Eastern	3.0	begin of existing siding)		East Frankfort (end of existing siding, begin single track)	14.6	6.4	28.3	21.9
EJE 7D	Eastern	2.5	East Frankfort (end of existing siding, begin single track)		Will / Cook County line	17.1	6.4	28.3	21.9
EJE 7E	Eastern	3.3	Will / Cook County line	17.1	West End Matteson (Begin existing DT)	20.4	6.4	28.3	21.9
EJE 7F	Eastern	1.3	West End Matteson (Begin existing DT)	20.4	Matteson (CN/METRA OH)	21.7	6.4	28.3	21.9
EJE 8A	Western	2.3	E Bridge Jct	2.3	East Joliet	-	18.5	42.3	23.8
EJE 8B	Eastern	0.8	East Joliet	0.0	Rock Island Jct	0.8	18.5	42.3	23.8
EJE 9A	Western	1.1	Walker	10.9	IRL Jct	9.8	18.5	42.3	23.8
EJE 9B	Western	7.5	IRL Jct	9.8	E Bridge Jct	2.3	18.5	42.3	23.8
			East Siding (begin proposed double track)		Du Page / Will County line				
EJE 10A	Western	3.9	double track)	21.1	Du Page / Will County line	17.2	15.7	39.5	23.8
EJE 10B	Western	1.0	Du Page Will County line	17.2	95th St (end prop DT, begin existing siding)	16.2	15.7	39.5	23.8
EJE 10C	Western	1.5	95th St (end prop DT, begin existing siding)	16.2	111th St (existing siding becomes double track)	14.7	15.7	39.5	23.8
			111th St (existing siding becomes double track)		Normantown (begin proposed double track)				
EJE 10D	Western	2.2	111th St (existing siding becomes double track)	14.7	Normantown (begin proposed double track)	12.5	15.7	39.5	23.8
EJE 10E	Western	1.6	Normantown (begin proposed double track)	12.5	Walker (end proposed double track)	10.9	15.7	39.5	23.8

Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
EJE 11	Western	7.8	West Chicago	28.9	East Siding	21.1	10.7	31.6	20.9
EJE 12	Western	6.6	Munger	35.5	West Chicago	28.9	4.4	23.4	19.0
EJE 13A	Western	0.9	Spaulding	37.6	Cook / Du Page County line	36.7	5.5	22.5	17.0
EJE 13B	Western	1.2	Cook / DuPage County line	36.7	Munger	35.5	5.5	22.5	17.0
EJE 14A	Western	1.0	Leithton (connection and begin existing siding)	60.3	Diamond Lake (end of existing siding)	59.3	5.3	20.3	15.0
EJE 14B	Western	2.3	Diamond Lake (begin proposed siding)	59.3	Gilmer (end of proposed siding)	57.0	5.3	20.3	15.0
EJE 14C	Western	7.7	Gilmer (end of proposed siding)	57.0	Lake/Cook County line	49.3	5.3	20.3	15.0
EJE 14D	Western	11.7	Lake/Cook County line	49.3	Spaulding	37.6	5.3	20.3	15.0
EJE 15	Western	5.2	Rondout	65.5	Leithton (begin existing siding)	60.3	3.2	3.2	-
EJE 16	Western	9.1	Waukegan	74.6	Rondout	65.5			-
EJE 17	Illinois River	20.4	Plainfield	9.8	Goose Lake	30.2			-
EJE 18	Romeoville/Paul Ales Branch	6.0	E Bridge Jct	0.0	Romeoville	6.0			-
EJE 19	Downtown Line (H yard)	1.4	Collins Street	0.7	Joliet	2.1			-
EJE 20	Hammond Branch	1.0	Shearson	44.0	Indianapolis Blvd	45.0			-
EJE 21	Whiting Branch	5.2	Cavanaugh	43.0	Whiting	48.2			-
EJE 22	City Track	6.6	Kirk Yard	0.0	Miller	6.6			-
EJE 23	Phoenix Lead	1.1	Spragues	0.0	Joliet	1.1			-

Question 10: Estimated fuel use (gallons/year) for:

- (1) existing rail traffic that would be diverted to the EJ&E, and
(2) for the same traffic when operating on the EJ&E

	<u>Total Gallons (Imp) per Day</u> from previous information (above): Fuel Consumption Summary for Line Segments		<u>Estimated Annual Fuel Use</u> imperial gallons / year Total gallons (Imp) / day x 365 days / year		<u>Additional</u> gallons (Imp)
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	
CN Trains on EJ&E Lines	366	15,630	133,537	5,705,001	1.08
CN Trains on CN and Other lines	11,317	1,704	4,130,579	621,946	0.94
TOTAL	11,683	17,334	4,264,116	6,326,946	0.94

	<u>Total Gallons (US) per Day</u> from previous information (above): Fuel Consumption Summary for Line Segments 1 imperial gallon = 1,200949 US gallons		<u>Estimated Annual Fuel Use</u> US gallons / year Total gallons (Imp) / day x 365 days / year 1 imperial gallon = 1,200949 US gallons		<u>Additional</u> gallons (US) 1 imperial gallon =
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	
CN Trains on EJ&E Lines	439	18,771	160,371	6,851,415	1.29
CN Trains on CN and Other lines	13,591	2,046	4,960,615	746,925	1.13
TOTAL	14,030	20,817	5,120,986	7,598,340	1.13

Previous Supplied Information:

**Fuel Consumption Summary for Line Segments in United States
Affected by Canadian National/EJ&E West Company Transaction**

	Total Gallons (Imp) per Day		Total GTM's per Day		GTM's/G: Pre-Transaction
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	
EJE Trains	2,849	2,849	2,549,135	2,549,135	895
Other Trains	1,577	1,577	1,829,254	1,829,254	1,160
CN Trains	366	15,630	340,192	19,677,755	930
Total	4,792	20,056	4,718,581	24,056,144	985

CN and Other Lines

	Total Gallons (Imp) per Day		Total GTM's per Day		GTM's/G: Pre-Transaction
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	
Total	11,317	1,704	12,066,766	1,681,185	1,066

<u>Information</u> / 1000 GTM's
Post-Transaction
0.79
1.01
0.81
<u>Information</u> / 1000 GTM's 1.200949 US gallons
Post-Transaction
0.95
1.22
0.97

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allon (Imp)
Post-Transaction
895
1,160
1,259
1,199

allon (Imp)
Post-Transaction
987

CN Cars per Day Handled at BRC Clearing Yard

Pre-Transaction

Originating on BRC	Terminating on BRC	To/From a 3rd Party	Total	% of Total Chicago Cars
31.0	27.2	573.4	631.6	14.8%

Post-Transaction

Originating on BRC	Terminating on BRC	To/From a 3rd Party	Total	% of Total Chicago Cars
31.0	27.2	21.6	79.8	1.9%

Count of CN Cars Originating or Terminating Within or Passing Through Chicago

Cars/Day
4266.6