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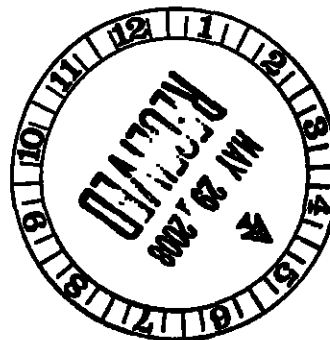
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Public Record

CN-37

May 29, 2008

BY HAND DELIVERY

The Honorable Anne K. Quinlan, Esq.
Acting 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 Ms. Quinlan:

Enclosed for filing in the above-referenced docket are an original and ten copies of a letter from the Indiana Rail Road Company in support of the transaction proposed in the Railroad Control Application (CN-2, filed October 30, 2007).

Very truly yours.

David A. Hirsh

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc: All parties of record



THE INDIANA RAIL ROAD COMPANY

101 WEST OHIO STREET, SUITE 1600 INDIANAPOLIS, INDIANA 46204 WWW.IRRD.COM

May 28, 2008

Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street S.W.
Washington, D.C. 20423



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

Dear Secretary Quinlan:

I am writing to express my strong support for the application of Canadian National Railway ("CN") in this proceeding to acquire control of the greater part of the EJ&E.

I am President and CEO of Indiana Rail Road, a 500 mile regional railroad which will move more than 180,000 carloads this year. My company will move more than 20,000 cars through the Chicago gateway. Growing rail congestion in the Chicago area is a deterrent to moving more traffic through the region. Canadian National is one of our most important interchange partners and we have a strong interest in seeing the proposed transaction consummated in a timely manner.

For many years, rail congestion in the Chicago terminal area has been a major impediment to efficient rail service in the Midwest. In 2001 the City of Chicago raised the issue with the Board and the Board's then Chairman undertook to broker negotiations among interested parties to find a solution to the problem. Ultimately, the parties arrived at the program referred to as "CREATE" which would have addressed the problem by a major rail construction program in the Chicago area. Unfortunately, adequate funding for the CREATE project has not been forthcoming.

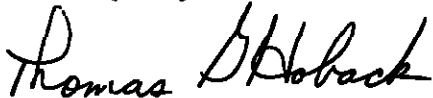
CN's proposed acquisition of the EJ&E and the related construction of connections and additional track capacity on the line to be acquired will make a significant contribution to relieving rail congestion in the Chicago area by permitting trains to go *around* instead of *through* the city. A significant volume of CN and other rail traffic now moves through Chicago, some of it in close proximity to the Loop and under McCormick Place. CN's acquisition of the EJ&E will permit it to route much of this traffic around Chicago and keep it well away from the center

Honorable Anne K. Quinlan
Acting Secretary
Surface Transportation Board
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of the city. This will make a substantial contribution to solving the Chicago rail congestion problem.

Because of the substantial benefits that this proposed transaction will confer on the Midwestern rail system, on the shippers who use railroads in the Midwest, on the public at large and on the City of Chicago, I urge the Board to approve the application as expeditiously as possible. I am particularly concerned that the environmental review procedures will significantly delay the approval of the application. While I appreciate that the environmental review procedures are required by statute, here the transportation and environmental benefits of a transaction are so significant that the Board should make every effort to ensure that time consuming environmental procedures do not themselves result in additional environmental harm

Yours very truly,

A handwritten signature in black ink that reads "Thomas G. Hoback". The signature is written in a cursive, flowing style.

Thomas G. Hoback
President and Chief Executive Officer

TGH/bg

CERTIFICATE OF SERVICE

I certify that I have this 29th day of May, 2008, served copies of the foregoing letter, transmitting a support letter from the Indiana Rail Road Company, upon all known parties of record in this proceeding by first-class mail or a more expeditious method.


Christine A. Mellen