

Appendix Q

Information Requests and CN Response

Attachments:

Q1	Information Request No. 1
Q2	Information Request No. 2
Q3	Information Request No. 3
Q4	Information Request No. 4
Q5	Information Request No. 5
Q6	Additional Information Requests

Attachment Q1

Information Request No. 1



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

Office of Economics, Environmental Analysis and Administration

December 18, 2007

Normand Pellerin
Assistant Vice-President, Environment
935, Rue de La Gauchetiere Street West
Floor 12
Montreal, Quebec H3B 2M9

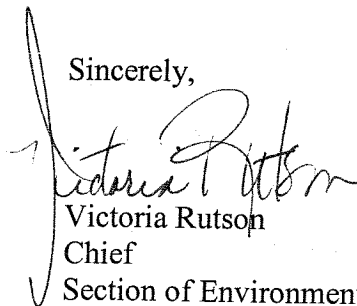
Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company; Information Needed for Environmental Impact Statement

Dear Mr. Pellerin:

I am writing to ask your assistance in providing the Section of Environmental Analysis (SEA) the information detailed in the enclosed attachment. This information will assist SEA in conducting the environmental review of the proposed acquisition (captioned above) required by the National Environmental Policy Act. If you believe that any of the information SEA requests is readily available from public sources, please let me know at your earliest convenience. As SEA moves forward with the environmental review, it may be necessary for us to request additional project-related data.

Thank you for your assistance in this matter. I would appreciate two copies of your response as soon as possible, one sent to Phillis Johnson-Ball of my staff and one sent to our independent third-party consultant, John Morton, at HDR, 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098.

Sincerely,



Victoria Rutson
Chief
Section of Environmental Analysis

Enclosure

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

Data and Information Request
December 18, 2007

1. Any available and recent digital aerial photography of existing EJ&E.
2. GIS Database of affected line segments of the CN and EJ&E rail network. Please provide an inventory of the data layers that are available and the source of the data.
3. Memorandums of Agreement or Understanding (MOA, MOU) with potentially affected communities, commuter rail, or other entities located in the acquisition project area.
4. Current EJ&E employee timetable, operating rules, and track charts for entire EJ&E system. (Note the EJ&E track chart provided on December 7, 2007, does not need to be resubmitted).
5. Current CN employee timetable, operating rules, and track charts for the 5 affected CN line segments:
 - a. Waukesha Subdivision
 - b. Freeport Subdivision
 - c. Joliet Subdivision
 - d. Chicago Subdivision
 - e. South Bend Subdivision
6. Current right-of-way maps or valuation maps for EJ&E and CN rights-of-way in vicinity of proposed new connections.
7. Most recent gross tonnage maps for all EJ&E and 5 affected CN line segments.
8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.
9. Listing with milepost (MP) for all EJ&E movable bridges.
10. List of CN planned improvements to EJ&E rail infrastructure.
11. Available data on all road crossings for all EJ&E and affected CN segments (at-grade, underpasses, overpasses noted).

12. List of planned improvements regarding any new grade-separations, highway overpasses/underpasses, and at-grade crossing warning devices of which the CN or EJ&E may be aware.
13. List of known and planned train stoppage zones along the EJ&E rail line for purposes of crew changes or switching operations.
14. Information on current railroad technological improvements (i.e., PTC or ECP) that CN is considering for the EJ&E.
15. Copies of any environmental technical reports on EJ&E (wetland, phase 1, noise and vibration, and natural resources).
16. Known hazardous materials/special waste sites and associated environmental reports for sites along the EJ&E.
17. Information on proposed changes to operating plans for existing CN lines into Chicago.
18. Proposed locomotive refueling and service locations along EJ&E rail line.
19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.
20. Any design plans or planning documents for new intermodal facilities on the EJ&E or expansion of CN Markham Yard Intermodal facility.
21. Any design plans or planning documents for proposed rail connections or other infrastructure changes planned related to the acquisition.
22. Specifics and numbers as to train count increases listed in the Application (all CN trains or other railroads too via new trackage rights?).
23. Accident statistics on the EJ&E and affected CN segments related to train derailments, train/vehicle collisions, haz-mat releases, pedestrian incidents, etc. Volume of hazardous commodities on each affected line segment by STCC (Standard Transportation Commodity Code).
24. Records of any noise or operational complaints along the EJ&E.
25. List of any existing or planned quiet zones along EJ&E rail line.
26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

27. Specifics as to what type of safety training (CN and EJ&E) is required for field work, on-site observation and hy-rail activities.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

January 28, 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:

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 information requested in your letter of December 18, 2007, to Normand Pellerin of CN. CN has been working diligently to gather this information, but has been delayed by the absence of many key personnel over the holidays, and by the fact that CN was not aware of your request until its existence was revealed in a telephone call between SEA, HDR, CN, and Harkins Cunningham that took place on December 27, 2007. (At that time, HDR provided a copy of your letter in PDF format to Mr. Pellerin and to Harkins Cunningham by e-mail, and Mr. Pellerin received the mailed copy later that day.)

CN does not yet have available information responsive to certain of your requests, but expects to have it shortly. Rather than hold up CN's reply further, however, we are providing the vast majority of the information that is available now, and indicating those few requests that we plan to provide when it becomes available.

1. Any available and recent digital aerial photography of existing EJ&E.

CN has compiled the requested photography in digital form, but because the data containing the photographs are too massive to be transferred conveniently by e-mail or by disk, CN will make the photography available later this week on an FTP website. You may obtain the web address and password from Guylaine Prevost at CN (telephone 514-399-4875).

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Attorneys at Law

Ms. Victoria J. Rutson, Chief

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2. GIS Database of affected line segments of the CN and EJ&E rail network. Please provide an inventory of the data layers that are available and the source of the data.

Because the information requested is too massive to be transferred conveniently by e-mail or by disk, CN is making the GIS information available on the FTP website referred to in the response to no. 1, above.

3. Memorandums of Understanding (MOA, MOU) with potentially affected communities, commuter rail, or other entities located in the acquisition project area.

CN has not yet entered any such memorandums.

4. Current EJ&E employee timetable, operating rules, and track charts for entire EJ&E system. (Note the EJ&E track chart provided on December 7, 2007, does not need to be resubmitted).

CN has placed the EJ&E employee timetables, and track charts in its document depository, which contains work papers underlying Applicants' evidentiary filings and documents produced to other parties to the proceedings in response to discovery requests. Copies of these documents are provided as Exhibit A on the enclosed compact disc.¹ (They have been designated with Bates numbers CN/EJEW 5 CO 161-371 (timetables and operating rules) and CN/EJEW 5 CO 31-129 (track charts), which are the numbers assigned to the documents in Applicants' depository.)

Please note that these documents have all been designated as CONFIDENTIAL pursuant to the Protective Order entered in this proceeding by the Board in Decision No. 1 (served October 22, 2007), and are therefore filed under seal. CN therefore requests that SEA keep these materials confidential as provided in the Protective Order, and not make them available except to those who have signed the appropriate confidentiality undertakings provided in that Order and who are eligible to receive them. If SEA finds it necessary to publish particular excerpts from these documents, or information contained therein, in the environmental impact statement, CN will be willing to authorize such publication, but wishes to prevent wholesale disclosure of these documents to persons not authorized to receive them under the Protective Order.

Also enclosed, as Exhibit B hereto, are EJ&E's Operating Rules (constituting sections 1.0 through 16.0 of a larger document called "Elgin, Joliet and Eastern Railway Co. Rules"). This document was made available to CN by EJ&E under terms that require it to be submitted under seal in accordance with the Protective Order; accordingly, it has been designated

¹ For ease of transmittal, all exhibits to this letter are provided in electronic form (PDF, Microsoft Excel, or shapefile) on the enclosed CD. However, we will gladly provide hard copies of any of these documents if you prefer to receive them in that form.

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as CONFIDENTIAL pursuant to that Order. CN requests that this document also be handled as provided in the Protective Order.

5. Current CN employee timetable, operating rules, and track charts for the 5 affected CN line segments:

- a. Waukesha Subdivision
- b. Freeport Subdivision
- c. Joliet Subdivision
- d. Chicago Subdivision
- e. South Bend Subdivision

CN is providing, as Exhibit C to this letter, copies of: (1) Timetable No. 3 for CN's Chicago Division (which includes the Freeport, Joliet, , Chicago, and Elsdon subdivisions); (2) Timetable No. 4 for CN's Michigan Division (which includes the South Bend Subdivision); and (3) Timetable No. 4 for CN's Wisconsin Division (which includes the Waukesha Subdivision).

CN is also providing, as Exhibit D to this letter, track charts for the (1) Waukesha Subdivision, (2) Freeport Subdivision, (3) Joliet Subdivision, (4) Chicago Subdivision, and (5) Elsdon/South Bend Subdivision.

Finally, CN is providing, as Exhibit E to this letter, CN's U.S. Operating Rules (3d edition) and CN Southern Region U.S. System Special Instructions No. 7.

All the documents in Exhibits C, D, and E are filed under seal and should be regarded as CONFIDENTIAL under the Protective Order.

6. Current right-of-way maps or valuation maps for EJ&E and CN rights-of-way in vicinity of proposed new connections.

CN is making the requested right-of-way maps and valuation maps available to SEA on the FTP web site referred to in the response to request no. 1, above.

7. Most recent gross tonnage maps for all EJ&E and 5 affected CN line segments.

Neither CN nor EJ&E produces gross tonnage maps in the ordinary course of business. Nevertheless, for SEA's convenience, CN has created a map showing gross tonnage for 2006 on CN and EJ&E lines in the Chicago area, and is providing that map as Exhibit F to this letter.

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Attorneys at Law

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8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.

CN is still collecting the information needed to answer this request and will provide it when it is available.

9. Listing with milepost (MP) for all EJ&E movable bridges.

There are five moveable bridges on the EJ&E. They are: (1) the vertical lift span bridge over the Des Plaines River (Western Subdivision MP 1.3; p. 39 on EJ&E track charts); (2) vertical lift span bridge over the Illinois River (Illinois River Line MP 27; see EJ&E track charts, p. 74); (3) vertical lift span bridge over the Calumet River (Lake Front Line MP SC1.1; see EJ&E track charts, p. 93); (4) Scherzer Rolling Lift Bascule bridge over Indiana Harbor Ship Canal (Lake Front Line MP SC 8.1; see EJ&E track charts, p. 96; and (5) Scherzer Rolling Lift Bascule bridge over Ship Canal (Whiting Calumet Line MP 46.85; see EJ&E track charts, p. 88).

10. List of CN planned improvements to EJ&E rail infrastructure.

As detailed in the Application,² CN plans to make the following improvements to EJ&E's rail infrastructure:

- a. Munger IL: Installation of a track in the southwest quadrant of the present crossing between CN and EJ&E, to connect the eastbound track of CN's Freeport Subdivision to the southbound EJ&EW track.
- b. Joliet, IL: Installation of a track in the northeast quadrant of the present crossing between CN and EJ&E, to connect the westbound EJ&EW track to the northbound track of CN's Joliet Subdivision.
- c. Matteson, IL: Installation of a track in the northeast quadrant of the present crossing between CN and EJ&E, to connect the eastbound and westbound EJ&EW tracks to the southbound and northbound tracks of CN's Chicago Subdivision.
- d. Griffith, IN: Installation of a track in the northeast quadrant of the present crossing between CN and EJ&E, to connect the westbound track of CN's South Bend Subdivision to the northbound EJ&EW track.
- e. Ivanhoe, IN: Installation of a track in the southeast quadrant of the present crossing between EJ&E and CSX Transportation, Inc. ("CSXT"),³ to connect the northbound EJ&EW track with the eastbound track of CSXT's Porter Branch.

² CN-2 at 220-222, 237-42, 517-22, E-243 (as corrected by errata filed November 9, 2007), E-523 (as corrected by errata filed November 9, 2007).

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f. Kirk Yard, IN: Installation of a crossover track to connect the east end of Kirk Yard to the Chicago Line of Norfolk Southern Railway Company ("NS").

g. Leithton, IL: Double-tracking of the northwest quadrant of the existing wye connecting CN's Waukesha Subdivision with EJ&E at Leithton, and extension of the existing siding by 2.3 miles.

h. Between East Siding and Walker, IL: Connect the existing EJ&E sidings at East Siding, Normantown, and Walker with new track, thereby creating a 10.1-mile-long segment of double track between the west end of East Siding and the east end of Walker siding.

i. Between East Joliet and Frankfort, IL: Reinstallation of the second main track between MP 1.75 near Marble Falls and MP 11.6 at Frankfort, thereby double tracking EJ&EW between Joliet and Frankfort.

11. Available data on all road crossings for all EJ&E and affected CN segments (at-grade, underpasses, overpasses noted).

Information on road crossings on EJ&E and affected CN segments is available from the Highway-Rail Crossing Inventory maintained by the Federal Railroad Administration ("FRA") and accessible at <http://safetydata.fra.dot.gov/OfficeofSafety/>. The Illinois Commerce Commission ("ICC") maintains a similar database of highway-rail crossings. Information on that database is available from

Michael E. Stead,
Rail Safety Program Administrator,
Illinois Commerce Commission,
527 East Capitol Avenue,
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

At the request of Parsons Transportation Group, the ICC has selected data from that database relating to the eight counties in northeastern Illinois, and that data is provided in a spreadsheet in Exhibit G to this letter, together with an Excel file (CN_EJE_ICC_FRA_COMPARISON_ILL_ONLY.xls) which identifies discrepancies between the FRA and ICC databases.

³ The Application erroneously refers to this as "the present crossing between CN and EJ&E," although Figure 6 to the Operating Plan (CN-2 at 241, 521) makes clear that referenced crossing is of CSXT's Porter Branch.

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Attorneys at Law

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12. List of planned improvements regarding any new grade-separations, highway overpasses/underpasses, and at-grade crossing warning devices of which the CN or EJ&E may be aware.

Attached as Exhibit H is a spreadsheet providing information regarding planned improvements to grade crossings on the EJ&E. This information is available from Michael Stead of the ICC, whose address and other contact information is provided in the response to request no. 11, above. Attached as Exhibit I is a spreadsheet providing information regarding planned improvements to grade crossings on CN's lines within the EJ&E arc.

CN is evaluating the impact of the proposed Transaction on affected grade crossings and will identify other improvements as may be appropriate.

13. List of known and planned train stoppage zones along the EJ&E rail line for purposes of crew changes or switching operations.

Switching operations presently conducted by EJ&E will be reviewed after CN completes its acquisition of EJ&EW and if appropriate may be modified by CN. As noted in the Application, CN plans to increase switching activity at East Joliet and Gary (Kirk Yard), but this would not result in stoppages on the EJ&E line. Crew change locations will be defined when labor implementing agreements are negotiated.

14. Information on current railroad technological improvements (i.e., PTC or ECP) that CN is considering for the EJ&E.

CN is not presently considering application of any technological improvements, such as positive train control ("PTC") or electronically controlled pneumatic ("ECP") brakes, on the EJ&EW line.

15. Copies of any environmental technical reports on EJ&E (wetland, phase 1, noise and vibration, and natural resources).

Attached as Exhibit J is a report to CN's counsel by STS Consultants, Ltd. ("STS"), regarding the Phase 1 Environmental Site Assessment conducted by STS for CN in connection with due diligence related to the proposed acquisition of the EJ&EW property. Please note that this document is being filed under seal and has been designated as CONFIDENTIAL pursuant to the Protective Order.

16. Known hazardous materials/special waste sites and associated environmental reports for sites along the EJ&E.

Hazardous waste sites are identified in the Phase 1 report provided in response to request no. 15.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

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17. Information on proposed changes to operating plans for existing CN lines into Chicago.

On January 3, 2008, CN filed errata to the Application (designated as CN-14), which included revisions to Attachments A.1 and A.2 to the Operating Plan. A copy of those errata are enclosed as Exhibit K. Work papers supporting those errata have been placed in the document depository referred to above. If SEA wishes to examine those work papers (some of which are designated as CONFIDENTIAL and some of which are designated as HIGHLY CONFIDENTIAL under the Protective Order), CN will provide them, subject to the confidentiality restrictions in the Protective Order.

18. Proposed locomotive refueling and service locations along the EJ&E rail line.

CN has no plans to refuel or service locomotives along the EJ&EW main line. CN anticipates that such work would be done in Homewood, IL, Joliet, IL, or at Kirk Yard.

19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.

CN is still compiling information on fuel consumption by locomotives under the actual operating conditions on the affected CN and EJ&E lines before and after implementation of the proposed Transaction, in order to be able to calculate accurate and reliable fuel efficiency data. CN will provide that data to SEA once it has been calculated and verified.

20. Any design plans or planning documents for new intermodal facilities on the EJ&E or expansion of CN Markham Yard Intermodal facility.

CN does not plan to locate any new intermodal facilities on the EJ&E. CN has not finalized any plans for alteration of Markham Intermodal Terminal, other than construction of a new gate in order to accommodate the anticipated growth in intermodal traffic. CN will provide SEA with plans for that gate, although the traffic growth is anticipated regardless of the outcome of this proceeding, and CN's plans for the gate are therefore not dependent on the CN/EJ&EW Transaction.

21. Any design plans or planning documents for proposed rail connections or other infrastructure changes planned related to the acquisition.

Current design plans for the improvements described in response to request no. 10 are included in the following files, which are provided as Exhibit L to this letter: Dbl Tk E Siding to Walker.pdf; Matteson Loop rev2.pdf; Munger SW Conn rev 1.pdf; NS Gary Conn 10-07.pdf; Leithton 2 Tk Wye.pdf; Ivanhoe SE Conn.pdf; Griffith SE Wye.pdf; Dbl Trk E Joliet to Frankfort.pdf; Dbl Trk Diamond Lake to Gilmer.pdf.

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Attorneys at Law

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22. Specifics and numbers as to train count increases listed in the Application (all CN trains or other railroads too via new trackage rights?).

All projected increases in train numbers are reported on the corrected versions of Attachments A.1 and A.2 to the Operating Plan (see Exhibit K hereto). As noted in the response to request no. 17, above, work papers supporting those attachments have been placed in the document depository and will be made available on request, subject to the Protective Order in this proceeding. The train count and tonnage data provided in Attachment A.2, as corrected, included information on trackage rights trains. CN has no plans at this time to grant new trackage rights over the EJ&EW lines.

23. Accident statistics on the EJ&E and affected CN segments related to train derailments, train/vehicle collisions, haz-mat releases, pedestrian incidents, etc. Volume of hazardous commodities on each affected line segment by STCC (Standard Transportation Community Code).

Detailed information about accidents on EJ&E and CN is kept on databases kept by FRA and available at <http://safetydata.fra.dot.gov/OfficeofSafety/>. Attachments A.1 and A.2 to the Operating Plan (see Exhibit K hereto) provide information about aggregate numbers of hazmat cars on affected lines segments before and after implementation of the Transaction. CN has not yet compiled complete information breaking this information down by STCC, but will provide that information to SEA once it becomes available and has been verified.

24. Records of any noise or operational complaints along the EJ&E.

CN has asked EJ&E to provide its records of noise or operational complaints. A copy of the records provided by EJ&E in response is provided as Exhibit M hereto. In addition, EJ&E reported that the Town of Bartlett has complained about blockages on West Bartlett Road at Spaulding and Stearns Road at Munger but did not provide any records of such complaints. According to EJ&E, it has issued operational instructions that have brought the complaints regarding Bartlett Road to an end. EJ&E also states that it has received complaints about trains blocking Rockland Road at Rondout, that that those complaints were misdirected because CP's trains rather than EJ&E's were the ones blocking the crossing.

25. List of any existing or planned quiet zones along EJ&E rail line.

Quiet zones currently in place on EJ&E are: (1) Old School Road (Western Subdivision MP 63.87) to Oakwood Drive (Western Subdivision MP 54.73), effective March 26, 2007; (2) Ferguson Road (119th St.) (Western Subdivision MP 13.59) to Lockport Street (Western Subdivision MP 9.00), effective November 19, 2007; (3) Martin Luther King Drive (Western Subdivision MP 69.75) to Bradley Road (Western Subdivision MP 65.16), effective January 2, 2008.

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A Notice of Intent pursuant to 49 C.F.R. § 222.43 was submitted on April 14, 2007, for a new quiet zones between Main Street (State Route 22) (Western Subdivision MP 53.44) and West Bartlett Road (Western Subdivision MP 36.95).

Other than those already negotiated by EJ&E, CN has not formulated plans for additional quiet zones.

26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

CN has retained Parsons Transportation Group to assist it in making estimates of these impacts, and is still compiling the information needed for inputs in calculating those estimates (e.g., the train lengths and other information requested in no. 8, above). CN will provide those estimates as they become available and are verified.

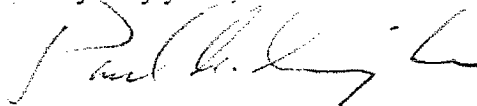
27. Specifics as to what type of safety training (CN and EJ&E) is required for field work, on-site observation and hy-rail activities.

The Safety Integration Plan, submitted to SEA on December 28, 2007, contains details about safety training required by CN and EJ&E.

* * * * *

As CN wishes to provide all appropriate assistance to enable SEA to complete its environmental review as expeditiously as possible, while maintaining the accuracy and quality of the analysis, we will forward you any additional information that CN may obtain that is responsive to these requests. If you have any further questions, please feel free to call me, and I will do whatever I can to provide you with the answers.

Very truly yours,



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

Enclosures (on CD)

cc: John H. Morton
Normand Pellerin

Exhibit A (No 4)

REDACTED

Exhibit B (No 4)

REDACTED

Exhibit C (No 5)

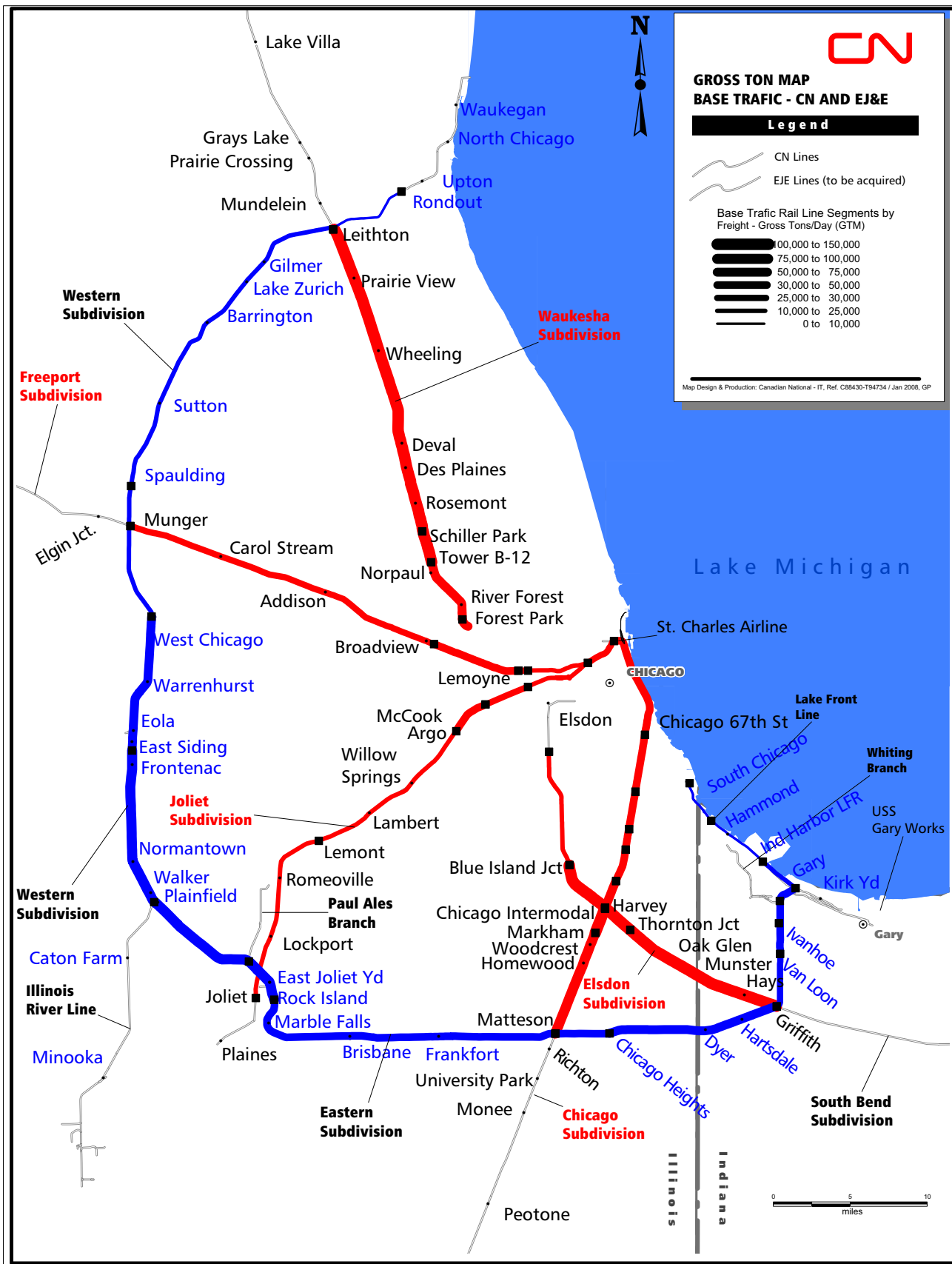
REDACTED

Exhibit D (No 5)

REDACTED

Exhibit E (No 5)

REDACTED



January 28, 2008 - Exhibit G

Exhibit G is a spreadsheet which contains data from the Illinois Commerce Commission database relating to the eight counties in northeastern Illinois, together with an Excel file (CN_EJE_ICC_FRA_COMPARISON_ILL_ONLY.xls) which identifies discrepancies between the FRA and ICC databases. This is a very large spreadsheet and is best viewed electronically.

To view, please go to:

<http://www.stbfinancedocket35087.com/html/inforequest.html>
08jan28exhibits

CROSSING REPLACEMENT BY LOCATION

<u>STREET LOCATION</u>	<u>DOT NUMBER</u>	<u>SUB- DIVISION</u>	<u>MILE POST</u>	<u>GOVT. ORDER</u>	<u>EJ&E AFE</u>	<u>EXISTING EQUIPMENT</u>	<u>ORDERED EQUIPMENT</u>	<u>TARGET DATE</u>
Caton Farm Road	261 006K	Illinois River Line	14.17 IRL	T06-0027		4123 Motion Sensor/Flashers	Widen Road - Install predictor, data recorder, LED flashers, cantilevers, pedestrian & road gates	Yr 2009
Essington Road	260 587G	Western	6.87 WSD	X-12577		4118 Motion Sensor/Flashers	Install predictor, data recorder, LED flashers, & road gates	Completed Dec-07
Oakwood Road	260 794B	Western	54.735 WSD	T07-0007		4111 Predictor/ Flashers	Install predictor, data recorder, LED flashers, & road gates	Completed Dec-07
Renwick Road	260 585T	Western	7.61 WSD	T07-0036		4112 Predictor/ Flashers	Install LED flashers, & road gates	Completed Dec-07
Hawthorne Lane	260 538K	Western	30.2 WSD	T06-0019		4091 Predictor/Gates/Flashers	Widen Road - Install predictor, data recorder, LED flashers, & road gates	Jul-08
Theodore Street	261 007S	Illinois River Line	15.16 IRL	T07-0051		4130 Predictor/Gates/Flashers	Widen Road - Install predictor, data recorder, LED flashers, cantilevers, pedestrian & road gates	8-Oct
Virginia Street	260 732D	City Track	4.5 CT	DOT-RR 1890	TBA	Crossbucks	Modify Road/Track - Install predictor, data recorder, LED flashers, cantilevers, & road gates	No Date
Western Avenue	260 638P	Eastern	23.12 ESD	T07-0052		4126 M. Sensor/Flashers/Cants/Gates	Widen Road - Install predictor, data recorder, LED flashers, cantilevers, & road gates	Jul-08
Old Lock Road	260 801J	Illinois River Line	1.65 JL		est. 6801	Track Circuit/Flashers	Predictor/ LED Flashers	Oct-08
83rd Street	260 562L	Western	18.2 WSD		est. 6822	Motion SensorFlashers/Gates	Predictor/ LED Flashers/Gates	Pend. ICC
Elm Street	260 663X	Eastern	37.00 ESD		est. 6821	Flashers/Gates	Predictor/LED Flashers/Gates	Pend. ICC
87th Street	260 563T	Western	17.7 WSD		est. 6823	Motion Sensor	Predictor	Pend. ICC
Englebee Road	261 014C	Illinois River Line	19.23 IRL		est. 6826	Passive, Crossbucks	Predictor/ LED Flashers/ Gates	Pend. IDOT
Route 14 Barrington	260 514W	Western	50.1 WSD		est. 6796	Crossing Surface	Replace Crossing Surface	Aug-08
Oakwood Ave.	260 794B	Western	54.7 WSD		est. 6796	Crossing Surface	Replace Crossing Surface	Jul-08
Essington Road	260 587G	Western	6.9 WSD		est. 6796	Crossing Surface	Replace Crossing Surface	Sep-08
Ridgeland Ave.	260 269R	Eastern	18.0 ESD		est. 6796	Crossing Surface	Replace Crossing Surface	Jun-08
Airport Road		Eastern	33.8 ESD		est. 6810	Hot Box Detector	Replace Hot Box Detector	Aug-08
9th Avenue	260 672W	Easternq	41.03 ESD			4109 Motion SensorFlashers/Gates	Install predictor, data recorder, LED flashers, & road gates	May-08
Seawolf Place	800 129O	Western	0.0 WSD	T07-0072		Crossbucks	Reflective Crossbucks, strips, Stop Sign	1st Quarter 2008
Dahringer Road	260 461A	Western	74.10 WSD	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Seahorse Drive	260 463N	Western	.62 WSD	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Spaulding Ave.	260 476P	Western	69.52 WSD	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Aurora Street	260 542A	Western	28.87 WSD	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Division/16th St.	261 050X	Romeoville Line	1.78 RL	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Cemetery Road	261 030L	Illinois River Line	0.00 IRL	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Collins Road	261 032A	Illinois River Line	27.64 IRL	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Lock Road	261 038R	Dresden Track	0.00 IRL	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Collins Road	261 039X	G. E. Track	27.62 IRL	T07-0072		Crossbucks	Reflective Crossbucks, Strips, Yield Sign	1st Quarter 2008
Butterfield Road	260 493F	Western	60.4 WSD	T07-0001		Predictor/Flashers/ Gates	Add pedestrian crossing	2008
Drauden Rd	261 004W	Illinois River Line	12.31 IRL	T05-0002		4019 Predictor/Flashers/ Gates	Road realigned-original crossing abandonment	2008
Bridge 34 1/4		I-94 N. Bound Lanes	64.6 WSD			Two Lane Bridge over Railroad	Bridge replacement/widening	2008
Bridge 34 1/2		I-94 S. Bound Lanes	64.6 WSD			Two Lane Bridge over Railroad	Bridge replacement/widening	2008
Bridge 114 1/2		Rt 20/ Lake Street	38.3 WSD			Four Lane Bridge over Railroad	Bridge replacement	2008
Bridge 753 1/2		I-90 Indiana Toll Road	4.7 CL		INDOT -DOT- RR1890	Expressway Lanes over Railroad	Bridge widening/track relocation	No Date
Bridge 506		Plainfield, IL.			T06-0026	Culvert	Convert to undergrade pedestrian crossing	No Date
Bridge 507		Plainfield, IL.			T06-0026	Culvert	Convert to undergrade pedestrian crossing	No Date
Normantown Road	260 571K	Western	12.9 WSD			Predictor/Flashers/ Gates	11/9/2007 ICC Letter to Plainfield recommending Closure.	No Date

G. S. Summerlin - Supervisor

<u>Location</u>	<u>City/State</u>	<u>MP/Sub.</u>	<u>Project</u>	<u>Estimate</u>	<u>DOT Auth.Date</u>	<u>Expense Proj. No.</u>	<u>Const. Proj. No.</u>	<u>RFQ Rcvd.</u>	<u>Material Ordered</u>	<u>Est. Delv.</u>	<u>Date Ord. Comp.</u>	<u>WD's</u>	<u>CCT.</u>
1 103rd St.	Chicago, IL	15.53/ELS	Inst Cantilevers	7-Dec-01	22-Feb-02		M-0094.003	N/A	2-Aug-06	On Hand	ILDOT	C/G/F/B	
2 87th Street	Evergreen Park, IL	13.31/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.008	2-Jul-07	30-Jul-07	25-Sep-07	1-Mar-08	C/G/F/B	CWT
3 91st Street	Evergreen Park, IL	13.36/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.009	2-Jul-07	30-Jul-07	25-Sep-07	1-Mar-08	G/F/B	CWT
4 99th Street	Evergreen Park, IL	15.03/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.010	2-Jul-07	30-Jul-07	2-Oct-07	1-Mar-08	G/F/B	CWT
5 103rd Street	Chicago, IL	15.53/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.011	2-Jul-07	30-Jul-07	2-Oct-07	1-Mar-08	G/F/B	CWT
6 115th Street	Merrionette Park, IL	17.04/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.012	2-Jul-07	30-Jul-07	9-Oct-07	1-Mar-08	G/F/B	CWT
7 119th Street	Merrionette Park, IL	17.54/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.013	2-Jul-07	30-Jul-07	23-Oct-07	1-Mar-08	G/F/B	CWT
8 123rd Street	Blue Island, IL	18.05/ELS	Upgr Control Ckts	4-Aug-06	30-Nov-06		M-0384.014	2-Jul-07	30-Jul-07	23-Oct-07	1-Mar-08	G/F/B	CWT

T. M. Samuel - Supervisor

<u>Location</u>	<u>City/State</u>	<u>MP/Sub.</u>	<u>Project</u>	<u>Estimate</u>	<u>DOT Auth.Date</u>	<u>Expense Proj. No.</u>	<u>Const. Proj. No.</u>	<u>RFQ Rcvd.</u>	<u>Material Ordered</u>	<u>Est. Delv.</u>	<u>Date Ord. Comp.</u>	<u>WD's</u>	<u>CCT.</u>
1 Fullerton Ave.	Addison, IL	24.50/FRE	Add Cantilevers	2-May-03	27-Sep-04		M-0283.001	22-Feb-05	2-Mar-05	8-Mar-05	ILDOT	C/F/B	CWT
2 Cermak Road	North Riverside, IL	12.5/FRE	Add Gates	10-Jan-06	24-Feb-06		M-0317.001	6-Jun-06	10-Jul-06	On Hand	ILDOT	G/F/B	CWT
3 Hainesworth Ave.	North Riverside, IL	12.45/FRE	Upgr Control Ckts	21-Aug-07									CWT
4 Des Plaines Ave.	North Riverside, IL	12.85/FRE	Upgr Control Ckts	21-Aug-07									CWT
5 Lawndale Ave,	Chicago, IL	7.20/FRE	Upgr Control Ckts	31-May-07			M-0385.029	26-Nov-07					CWT

D. H. Smith - Supervisor

<u>Location</u>	<u>City/State</u>	<u>MP/Sub.</u>	<u>Project</u>	<u>Estimate</u>	<u>DOT Auth.Date</u>	<u>Expense Proj. No.</u>	<u>Const. Proj. No.</u>	<u>RFQ Rcvd.</u>	<u>Material Ordered</u>	<u>Est. Delv.</u>	<u>Date Ord. Comp.</u>	<u>WD's</u>	<u>CCT.</u>
1 6 Crossings	Mundelein, IL	Var/WAU	Upgr Control Ckts				Pending						
2 5 Crossings	Prospect Heights, IL	Var/WAU	Upgr Control Ckts			OE							

Exhibit J (No 15)

REDACTED

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

CN-14

January 3, 2008

BY E-FILING

The Honorable 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:

Please note the following corrections and clarifications to the Railroad Control Application (CN-2), filed October 30, 2007:

Page 67, footnote 26, lines 8-9: Replace the last sentence with “The eighth is the SPLC for Chicago. EJ&E does not serve any shippers at this station, but is listed at Chicago in the Official Railway Station Guide for purposes of billing and accounting for paper interchanges with certain short lines. Moreover, the Official Railway Station Guide shows that this station is served by 22 carriers (including all Class I carriers), so that even if EJ&E provided service to shippers there, the combination of CN and EJ&EW would not materially affect the vigor of competition for service to this station.”

Page 217, line 18: Change “1,355” to “1,354”.

Page 241, caption, line 2: Change the identification of the figure from “Ivanhoe, IL” to “Ivanhoe, IN”.

HARKINS CUNNINGHAM LLP

Attorneys at Law

The Honorable Vernon A. Williams
January 3, 2008
Page 2

Page 521, caption, line 2: Change the identification of the figure from "Ivanhoe, IL" to "Ivanhoe, IN".

In addition, replacement copies of pages 246 through 248 of the Application are attached. These relate to (1) inclusion of CN local trains on the Chicago Subdivision north of Matteson (CN segments 1 through 6 on revised Attachment A.1); (2) equalization of the projected numbers of trains moving to Kirk and Joliet yards after implementation of the Transaction with the numbers of trains moving from those yards; (3) equalization of the number of trains moving to and from other railroads for interchange; (4) projections of intermodal tonnage reasonably foreseeable to originate at the Port of Prince Rupert and to move to or through Chicago; and (5) correction of computational errors.

Very truly yours,

A handwritten signature in black ink, appearing to read "Paul A. Cunningham", written in a cursive style.

Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc: All Parties of Record

Attachment A.1
Potential Changes in Traffic on Affected CN Rail Line Segments

**Traffic Changes on CN Rail Line Segments in United States Affected
by Canadian National/EJ&E West Company Transaction**

Rail Line Segment Description				Freight - Trains/Day				Freight - Gross Tons/Day				Harmat - Cars/Day			
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference		
1	Matlison	Markham	CN	12.6	(2.6)	10.0	91,059	53,501	(37,559)	-41%	191.2	19.6	(171.6)		
2	Markham	Harvey	CN	21.1	(19.1)	2.0	134,789	1,045	(133,744)	-99%	249.1	0.0	(249.1)		
3	Harvey	Riverdale	CN	8.4	(6.4)	2.0	51,910	1,045	(50,865)	-98%	94.4	0.0	(94.4)		
4	Riverdale	Wildwood	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)		
5	Wildwood	Kensington	CN	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)		
6	Kensington	94th St	CN	8.4	(6.4)	2.0	41,071	1,045	(40,026)	-97%	77.0	0.0	(77.0)		
7	94th St	67th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)		
8	67th St	16th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)		
9	16th St	Bridgeport	CN	4.6	(4.6)	0.0	26,637	0	(26,637)	-100%	67.9	0.0	(67.9)		
10	Bridgeport	Belt Crossing	CN	2.5	(2.5)	0.0	17,065	0	(17,065)	-100%	62.0	0.0	(62.0)		
11	Belt Crossing	Hawthorne	CN	4.5	(4.5)	0.0	29,538	0	(29,538)	-100%	84.2	0.0	(84.2)		
12	Hawthorne	Broadview	CN	4.4	(2.7)	1.7	37,449	6,402	(31,048)	-83%	71.5	18.6	(52.9)		
13	Broadview	Munger	CN	3.0	(1.3)	1.7	27,215	6,402	(20,814)	-76%	61.1	18.6	(42.6)		
14	Bridgeport	Lemoyne	CN	2.1	(2.1)	0.0	15,627	0	(15,627)	-100%	59.4	0.0	(59.4)		
15	Lemoyne	Glenn Yard	CN	2.1	(0.1)	2.0	25,902	4,815	(21,086)	-81%	90.6	11.5	(79.1)		
16	Glenn Yard	Argo	CN	5.8	(3.8)	2.0	39,700	12,753	(26,947)	-68%	139.6	56.1	(83.5)		
17	Argo	Lemont	CN	1.8	0.2	2.0	14,813	12,753	(2,060)	-14%	71.9	56.1	(15.8)		
18	Lemont	Joliet	CN	1.8	0.2	2.0	10,869	16,687	5,818	54%	39.0	89.0	50.0		
19	Madison St	Forest Park	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)		
20	Forest Park	B12	CN	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)		
21	B12	Schiller Park	CN	19.3	(17.3)	2.0	136,615	5,582	(131,034)	-96%	157.0	5.2	(151.7)		
22	Schiller Park	Leithton	CN	19.1	(17.1)	2.0	137,944	8,039	(129,905)	-94%	156.8	6.2	(150.6)		
23	Griffith	Thornton Jct	CN	22.1	(19.2)	2.9	138,122	16,570	(122,552)	-88%	280.6	9.0	(271.6)		
24	Thornton Jct	CN Jct	CN	19.5	(18.5)	1.0	124,678	6,433	(118,245)	-95%	272.9	8.9	(264.0)		
25	CN Jct	Blue Island	CN	14.9	(13.9)	1.0	113,431	6,433	(106,998)	-94%	160.2	8.9	(151.2)		
26	Blue Island	Hayford	CN	3.4	(3.4)	0.0	18,072	0	(18,072)	-100%	38.8	0.0	(38.8)		

NOTES:

(1) Based on CN's analysis of potential extended haul gains due to the Transaction (see V.S. Stuebner), the following additional tonnages (all of which could be absorbed into current planned trains without the need for additional trains) would be added to the CN lines listed below.

Between	Maximum Daily Added Tons	% Increase
Matlison and Memphis	2,246	2.9%
Memphis and New Orleans	223	0.3%
Griffith and Port Huron	161	0.1%
Leithton and Ranier	1,488	1.1%
Munger and Omaha	19	0.1%

(2) Base data reflects estimates of future intermodal traffic from and to Prince Rupert, BC.

(3) No changes in the traffic of other carriers due to the Transaction is projected for these segments. In any event, such traffic (including trackage rights and haulage) is not included in this table due to unreliable tonnage information.

(4) See note following Attachment A.2.

Attachment A.2

Potential Changes in Traffic on Affected E&E Rail Line Segments

Traffic Changes on E&E Rail Line Segments in United States Affected by Canadian National/E&E West Company Transaction

Rail Line Segment Description				Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat - Cars/Day		
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
15	Rondout	Leithton	EJE	3.2	0.0	3.2	3,222	2,038	(1,184)	-37%	9.4	9.4	-
14	Leithton	Spaulding	EJE	5.3	15.0	20.3	19,123	164,398	145,275	760%	18.1	183.3	165.2
13	Spaulding	Munger	EJE	5.5	17.0	22.5	21,950	179,150	157,200	716%	29.0	209.4	180.4
12	Munger	West Chicago	EJE	4.4	19.0	23.4	14,397	191,557	177,160	1230%	21.1	271.3	250.2
11	West Chicago	East Siding	EJE	10.7	20.9	31.6	62,233	253,673	191,440	308%	30.7	315.2	284.6
10	East Siding	Walker	EJE	15.7	23.8	39.5	87,162	307,411	220,249	253%	43.4	392.6	349.2
9	Walker	Bridge Junction	EJE	18.5	23.8	42.3	89,329	310,165	220,835	247%	48.9	398.1	349.2
8	Bridge Junction	Rock Island Jct	EJE	18.5	23.8	42.3	78,157	297,491	219,334	281%	48.9	398.1	349.2
7	Rock Island Jct	Matteson	EJE	6.4	21.9	28.3	35,375	233,576	198,201	560%	49.0	360.8	311.8
6	Matteson	Chicago Hts	EJE	8.6	22.9	31.6	48,455	260,774	212,319	438%	78.7	496.0	417.3
5	Chicago Hts	Griffith	EJE	10.2	23.9	34.2	51,696	268,910	217,214	420%	71.6	496.5	424.9
4	Griffith	Van Loon	EJE	7.6	21.0	28.6	29,536	215,949	186,413	631%	44.7	421.5	376.8
3	Van Loon	Ivanhoe	EJE	9.7	20.0	29.7	42,024	209,633	167,609	399%	45.5	399.3	353.8
2	Ivanhoe	Cavanaugh	EJE	9.8	20.0	29.8	41,879	209,488	167,609	400%	45.5	399.3	353.8
1	Cavanaugh	Gary	EJE	11.8	20.0	31.8	44,098	211,700	167,602	380%	52.5	406.3	353.8
0	Gary	Indiana Harbor	EJE	3.5	0.0	3.5	13,340	23,681	10,341	78%	0.0	11.0	11.0
-1	Indiana Harbor	Hammond	EJE	1.8	0.0	1.8	6,594	9,054	2,461	37%	0.0	1.4	1.4
-2	Hammond	South Chicago	EJE	0.9	0.0	0.9	929	3,390	2,461	265%	0.0	1.4	1.4

NOTE: The traffic change numbers in the Attachments A.1. and A.2. reflect changes that will result after complete implementation of the Transaction. The numbers reflect train counts and gross tons on each segment, with the same train potentially crossing multiple segments. Thus, the numbers for each segment are not additive to determine the total number of trains or tonnage to be added on the entire length of E&E, or to be subtracted from the CN lines.

ATTACHMENT B
CN-EJ&E Labor Impact Exhibit

EJ & E Labor Impact Summary

EJ&E Positions as of 12/2006 (Base Case)				
Joliet	System	Kirk/Gary/ Whiting	Total	
4	0	1	5	
19	45	57	121	
25	0	34	59	
2	11	7	20	
0	0	17	17	
0	1	0	1	
0	0	32	32	
0	0	5	5	
0	0	10	10	
19	0	52	71	
0	6	3	9	
32	64	131	227	
1	0	10	11	
0	14	0	14	
102	141	359	602	

Positions Transferred to CN					
Joliet	System	Kirk Whiting	Woodcrest	Markham	Homewood
4	0	1	0	0	0
19	25	22	0	0	0
23	0	21	0	4	0
0	8	5	0	0	0
0	0	3	3	0	0
0	0	0	0	0	0
0	0	15	12	0	0
0	0	0	4	0	0
0	0	0	4	0	0
9	0	12	0	0	4
0	6	3	0	0	0
22	45	53	0	0	0
1	0	5	0	0	0
0	0	0	0	0	14
78	84	140	23	4	18
					347

Positions Transferred to Gary Railway			
Joliet	System	Gary	Total
0	0	0	0
0	0	19	19
0	0	13	13
0	0	0	0
0	0	5	5
0	0	1	1
0	0	8	8
0	0	0	0
0	0	2	2
0	0	17	17
0	0	0	0
0	0	69	69
0	0	7	7
0	0	0	0
0	0	141	141

Positions Abolished			
Joliet	System	Kirk/Gary/ Whiting	Total
0	0	0	0
0	20	16	36
0	0	(2)	(2)
2	3	2	7
0	0	6	6
0	0	0	0
0	0	(3)	(3)
0	0	1	1
0	0	4	4
10	0	19	29
0	0	0	0
10	19	9	38
0	0	(2)	(2)
0	0	0	0
22	42	50	114

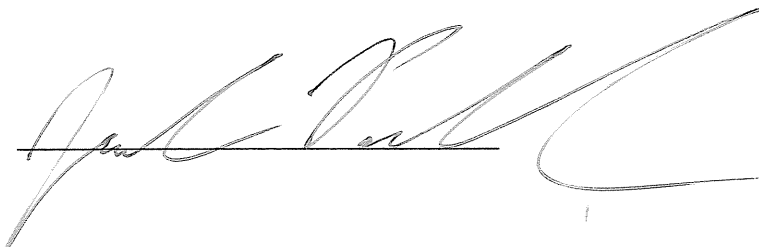
Notes:
Data based on EJ&E December 2006 figures
Parentheses indicate potential new hires
While this table shows Positions Abolished, the Applicants believe that most reductions will be accomplished through attrition.

HARKINS CUNNINGHAM LLP

Attorneys at Law

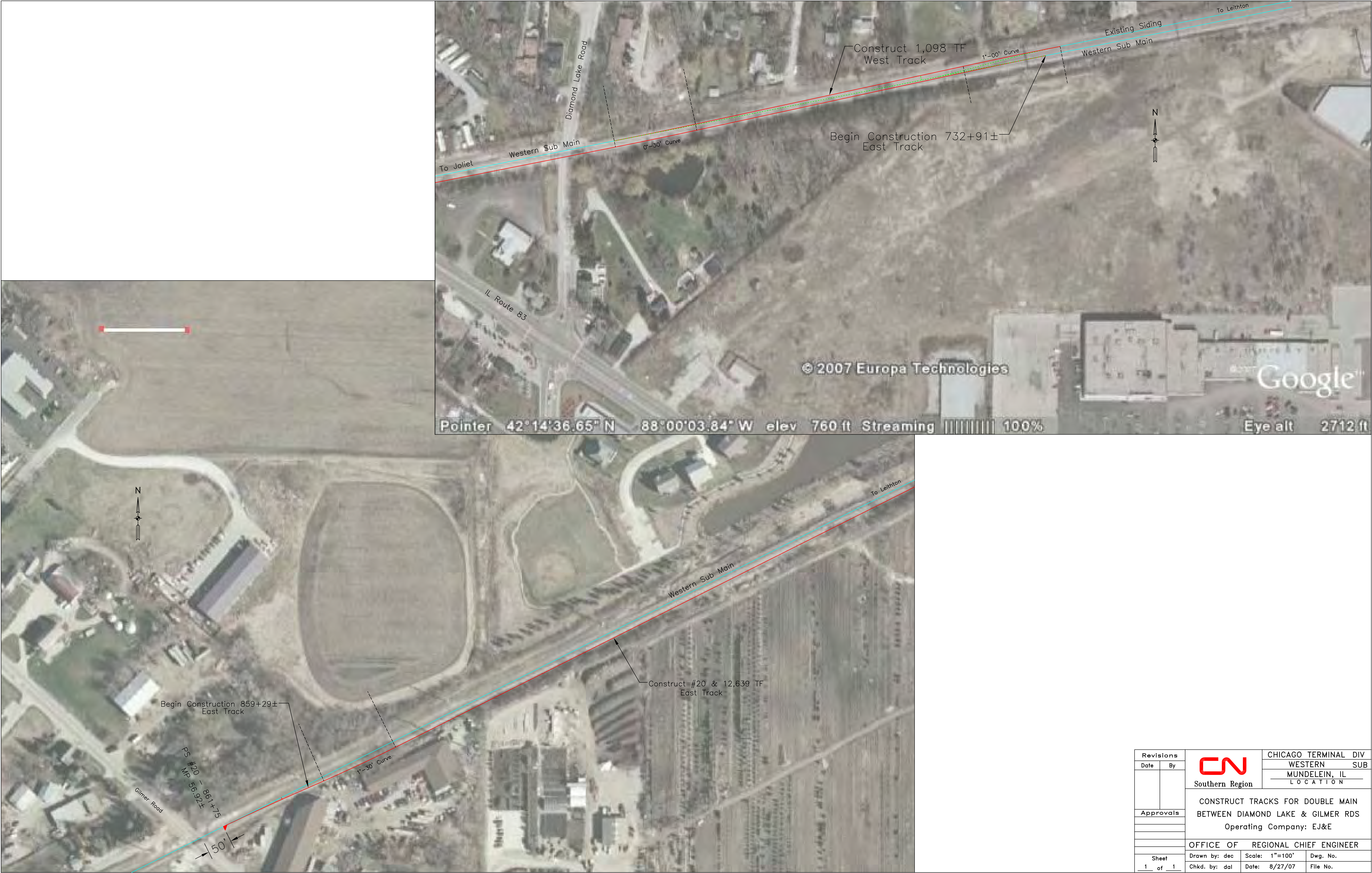
CERTIFICATE OF SERVICE

I certify that I have this 3d day of January, 2008, served copies of the foregoing errata letter (CN-14) upon all known parties of record in this proceeding by first-class mail or a more expeditious method.

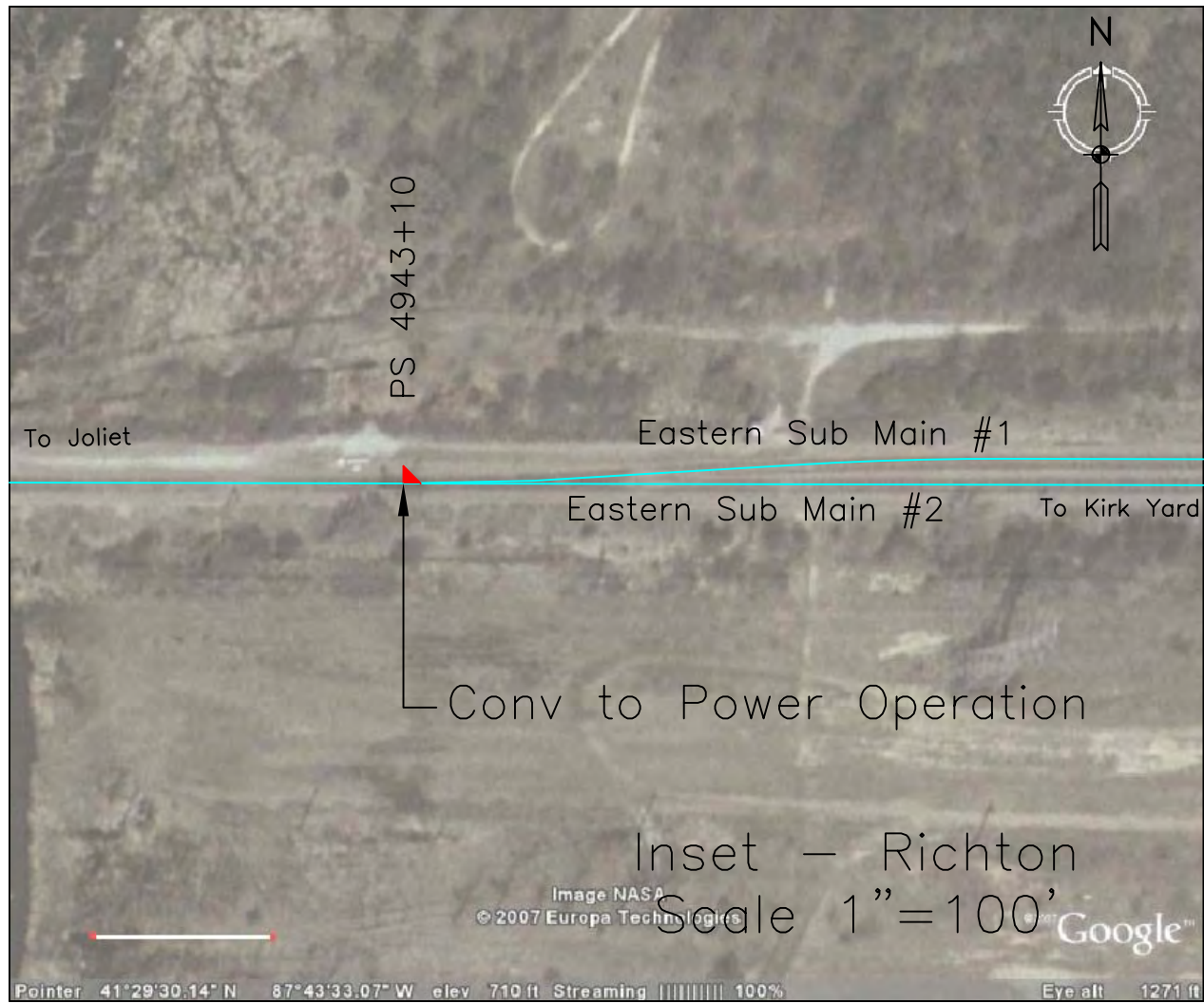
A handwritten signature in black ink, written over a horizontal line. The signature is stylized and appears to be the name of an attorney.



Revisions		 Southern Region	CHICAGO TERMINAL DIV		
Date	By		WESTERN SUB SUB		
			E SIDING TO WALKER		
			LOCATION		
Approvals		CONSTRUCT TRACKS FOR DOUBLE MAIN BETWEEN EAST SIDING AND WALKER Operating Company: EJ&E			
		OFFICE OF REGIONAL CHIEF ENGINEER			
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.	
1 of 1		Chkd. by: dal	Date: 8/24/07	File No.	



Revisions		 Southern Region	CHICAGO TERMINAL DIV		
Date	By		WESTERN SUB		
			MUNDELEIN, IL		
			LOCATION		
		CONSTRUCT TRACKS FOR DOUBLE MAIN			
		BETWEEN DIAMOND LAKE & GILMER RDS			
		Operating Company: EJ&E			
		OFFICE OF REGIONAL CHIEF ENGINEER			
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.	
1	of 1	Chkd. by: dal	Date: 8/27/07	File No.	



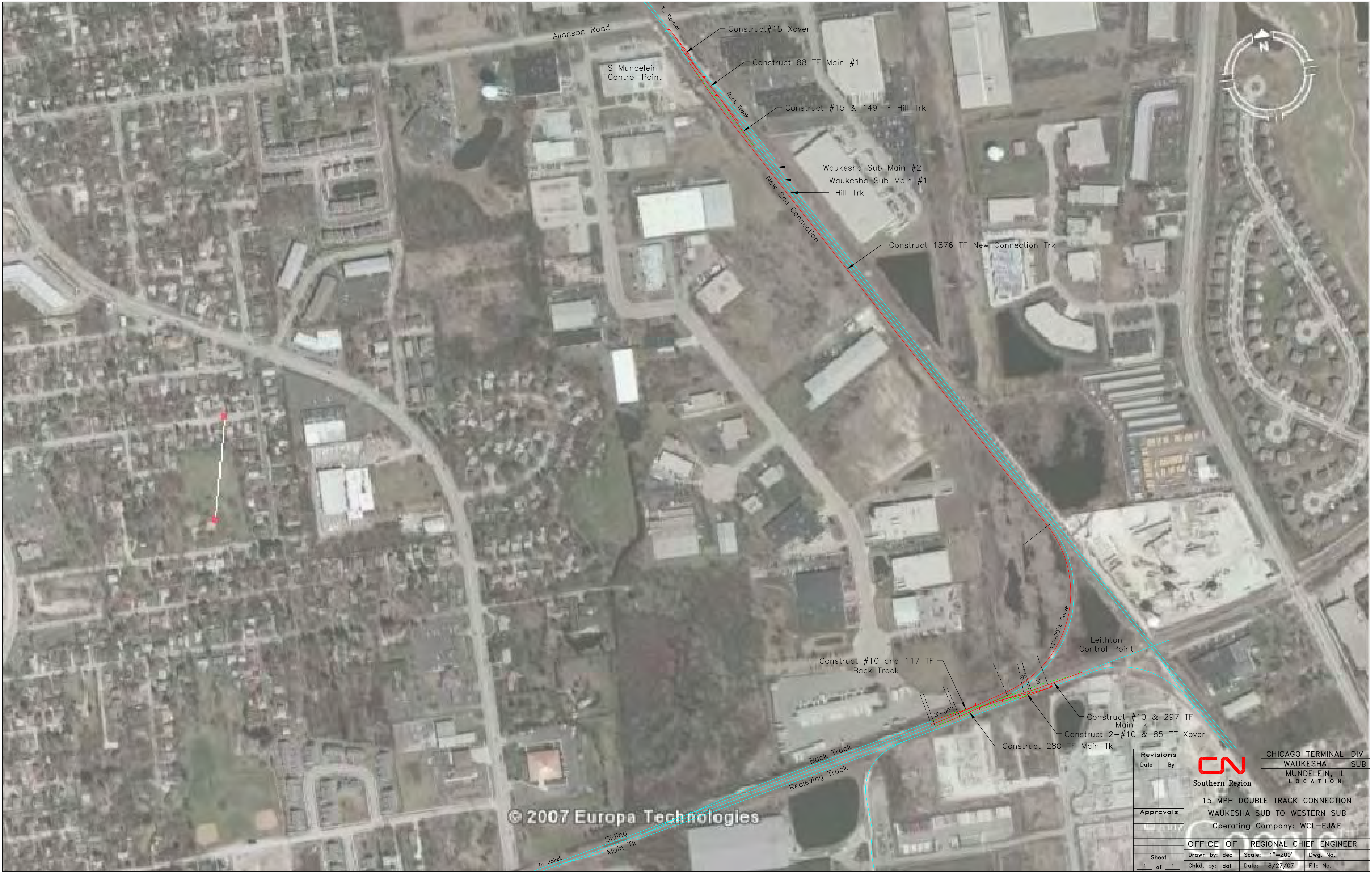
Revisions		 Southern Region	CHICAGO TERMINAL DIV	
Date	By		EASTERN SUB	
			NEW LENOX, IL	
			LOCATION	
		TRACK CONSTRUCTION FOR DOUBLE MAIN BETWEEN E JOLIET AND FRANKFORT Operating Company: EJ&E		
Approvals		OFFICE OF REGIONAL CHIEF ENGINEER		
		Drawn by: dec Scale: 1"=100' Dwg. No.		
Sheet		Chkd. by: dal Date: 10/5/07 File No.		
1 of 1				



Revisions		 Southern Region	MICHIGAN DIV	
Date	By		ELSDON SUB	
10/5/07	dec		GRIFFITH, IN LOCATION	
Approvals			25 MPH SE CONNECTION	
			ELSDON/SOUTH BEND SUBS-EASTERN SUB	
		Operating Company: GTW – EJ&E		
		OFFICE OF REGIONAL CHIEF ENGINEER		
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.
1 of 1		Chkd. by: dal	Date: 8/27/07	File No.



Revisions		 Southern Region	CHICAGO TERMINAL DIV		
Date	By		EASTERN SUB		
			IVANHOE, IN LOCATION		
		25 MPH SE CONNECTION			
Approvals		EJ&E TO CSX			
		Operating Company: EJ&E			
		OFFICE OF REGIONAL CHIEF ENGINEER			
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.	
1	of 1	Chkd. by: dal	Date: 10/08/07	File No.	



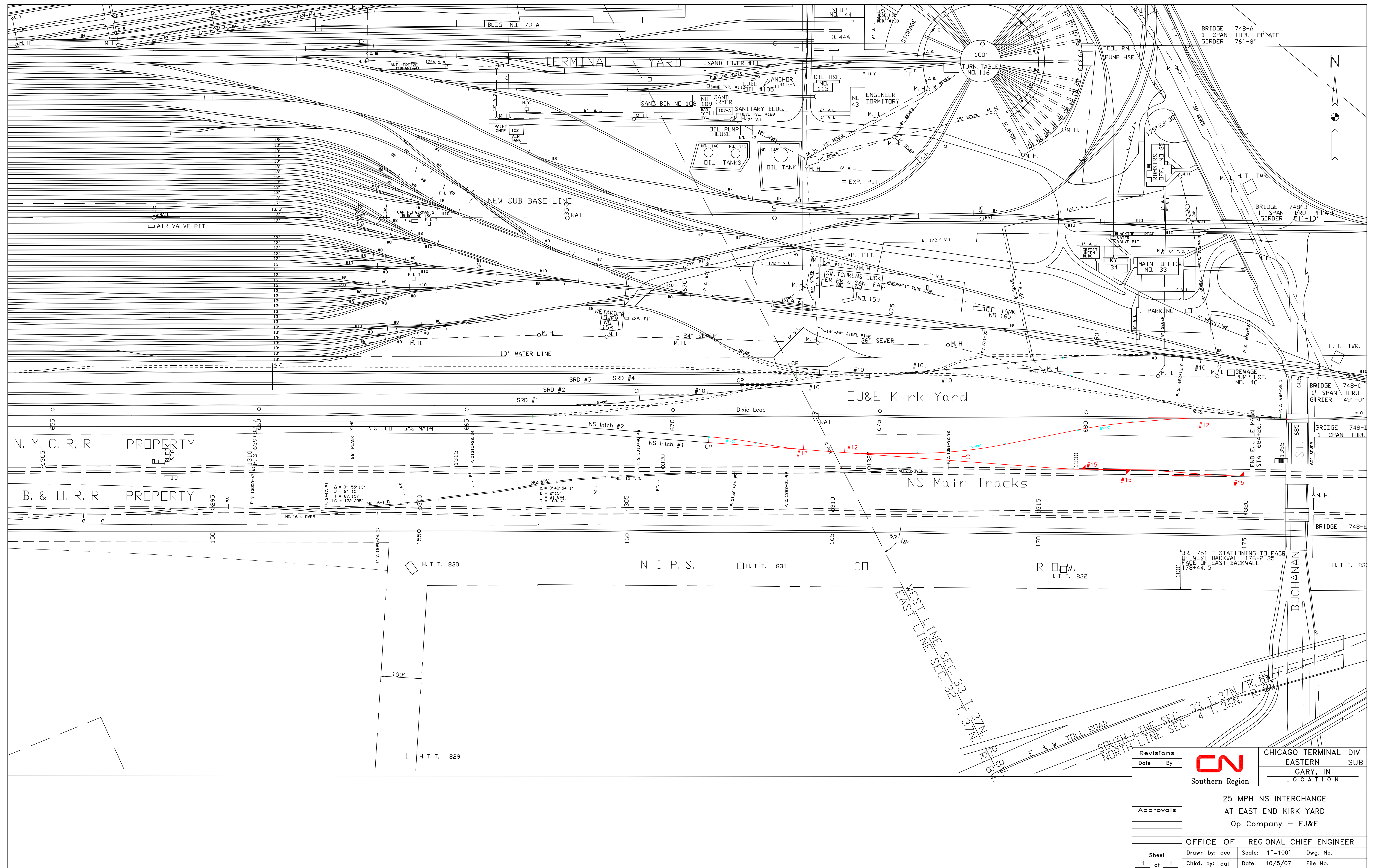
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Revisions		 Southern Region	CHICAGO TERMINAL DIV	
Date	By		WAUKESHA SUB	
1			MUNDELEIN, IL	
			LOCATION	
Approvals		15 MPH DOUBLE TRACK CONNECTION WAUKESHA SUB TO WESTERN SUB Operating Company: WCL-EJ&E		
Sheet		OFFICE OF REGIONAL CHIEF ENGINEER		
1	of 1	Drawn by: dec	Scale: 1"=200'	Dwg. No.
		Chkd. by: dal	Date: 8/27/07	File No.





Revisions		 Southern Region	CHICAGO TERMINAL DIV	
Date	By		FREEPORT	SUB
9/27/07	dec		MUNGER, IL	
			LOCATION	
Approvals		25 MPH SOUTHWEST CONNECTION FREEPORT SUB TO WESTERN SUB Operating Company: CCP – EJ&E		
		OFFICE OF REGIONAL CHIEF ENGINEER		
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.
1	of 1	Chkd. by: dal	Date: 8/27/07	File No.



Jerry A.
Gruender/EJE/TS/Transtar
08/30/2006 10:56 AM

To Mike M. Steffen/EJE/TS/Transtar@USS
cc Ken L Hay/EJE/TS/Transtar@USS
bcc
Subject Fw: Idling Train

— Forwarded by Jerry A. Gruender/EJE/TS/Transtar on 08/30/2006 10:53 AM —



Donna.Tarvid@lw.com
08/30/2006 10:52 AM

To EJEHELP@uss.com
cc
Subject Idling Train

On 8/30/2006 your train idled for more than 1/2 hour behind my house (8:55-9:30pm). (This has happened before.) I thought railroads were not allowed to do this except in their rail yard. The train idling at the end of my property completely shakes the entire house and is quite loud. I believe this is a violation. I would appreciate a prompt reply to my concern. I also want this idling to stop. Please reply. Thank you.

Donna M. Tarvid
516 Durham Drive
Frankfort, IL 60423

DISCUSSED WITH HRL ON 8-30-06
EXPLAINED PASSING SIDING.

(312) 993-2616 (work)

Donna M. Tarvid
Legal Secretary
Latham & Watkins LLP
Sears Tower, Suite 5800
233 South Wacker Drive
Chicago, Illinois 60606
(312) 993-2616
(312) 993-9767 (fax)

*

To comply with IRS regulations, we advise you that any discussion of Federal tax issues in this e-mail was not intended or written to be used, and cannot be used by you, (i) to avoid any penalties imposed under the Internal Revenue Code or (ii) to promote, market or recommend to another party any transaction or matter addressed herein.



"Jill"
<jill@chadwickssurfaces.net>

11/20/2006 08:11 AM

To "Ray C. Baker" <RCBaker@uss.com>, "railsafetymail"
<railsafety@icc.illinois.gov>
cc "Ohlfs, David" <dohlfs@icc.illinois.gov>, "Stead, Mike"
<mstead@icc.illinois.gov>, "Bergeron, Rodney"
<rbergero@icc.illinois.gov>, "Wagoner, Bob"
bcc

Subject RE: On-Line Complaint from Jill Andersen

I hate to disagree with you, but perhaps the trains were stopped for 10 minutes, and a short break ensued and another 10 minute break started, etc. There is no time for traffic to recover from a 10 minute break. I have witnessed this myself on numerous occasions. Perhaps you are not aware of the traffic volume in this area. I have been working here for four years and never has the train situation been as bad as it has been for the last two weeks. Something has changed and if anyone is interested in correcting the situation this is what should be looked at. Thanks for your assistance, Jill Andersen, Chadwick's Surfaces International

-----Original Message-----

From: Ray C. Baker [mailto:RCBaker@uss.com]
Sent: Saturday, November 18, 2006 11:19 AM
To: railsafetymail
Cc: Ohlfs, David; jill; Stead, Mike; Bergeron, Rodney; Wagoner, Bob; Shanle, Sheri; Thomas Hunter; Mike M. Steffen; Ken L Ray
Subject: RE: On-Line Complaint from Jill Andersen

Railsafetymail : In response to Ms Anderson online complaint regarding train blocking at EJE Rockland Rd Dot No 260 484G and Bradley Rd Dot No 260 486V . Reviewed of the Remote monitoring equipment at Bradley Rd Dot No 260 486V and Rockland Rd Dot No 260 484G on the incident date of November 15 ,2006 did not indicate ANY blockage of 10 minutes or longer . The above mention crossings are equipped with remote monitors , that will send a fax and an e-mail to EJE Dispatcher Office for a power failure ,gate stuck down , or if the crossing is "occupied " for 10 minutes or longer .

Rockland Rd Dot No 260 484 G last had a 10 minute alarm on 11/13/06 at 5:58:57 A.M. that recovered at 6:01:17 A.M. that same morning. No other failures or alarms at that location are noted. Bradley Rd last had a 10 minute alarm on 11/14/06 at 4:50:47 A.M. that recovered at 7:53:03 A.M. that same morning .

EJE Dispatch Center contact the EJE Train crews that worked in the Rondout area this date , the Train Crew Conductors stated that they did not block Rockland Rd Dot No 260 484G or Bradley Rd Dot No 260 486V in excess of 10 minutes on November 15, 2006 . The EJE review of the remote monitoring data and train crews found nothing exceptional . Please contact me if a more specific review is required . In addition , CP Rwy Co and Metra operate an at grade highway public crossing across Rockland Rd in the vicinity of the EJE Rwy Co public grade crossing at Rockland Rd .

"railsafety@mail"
 <railsafety@icc.
 illinois.gov>
 To Sent by: "Stead, <jill@chadwickssurfaces.net>
 Mike"
 cc <mstead@icc.illi "Wagoner, Bob"
 nois.gov> <rwagoner@icc.illinois.gov>,
 "Shanle, Sheri"
 <sshanle@icc.illinois.gov>,
 11/16/2006 02:57 "Bergeron, Rodney"
 PM <rbergero@icc.illinois.gov>,
 "Ohlfs, David" <dohlfs@icc.illinois.gov>,
 <rcbaker@uss.com>
 Subject RE: On-Line Complaint from Jill
 Andersen

Ms. Anderson - Thank you for submitting an online complaint regarding trains blocking the Ill 176 and Bradley Street highway-rail grade crossings of the Elgin, Joliet & Eastern Railway's ("EJE") track near Rondout, Lake County. I appreciate your concern for public safety.

State law prohibits STOPPED trains from blocking a public grade crossing for longer than 10 minutes, as long as the train is not stopped for reasons beyond the railroad's reasonable control (mechanical problems, weather, etc.). Trains that are continuously moving, or that stop for up to 10 minutes and then begin to move again, are not in violation of the law. If you witness a STOPPED train blocking either the IL 176 or Bradley Street crossings for more than 10 minutes, I recommend you

contact the local police. Police have authority to issue a citation to crews of stopped trains that block a public grade crossing for longer than the 10 minute limit.

Instances when the IL 176 or Bradley Street crossings are blocked due to maintenance issues are sometimes unavoidable. It is important that railroads maintain the warning system at grade crossings, so that the crossing signals provide a consistent, credible warning to highway users.

A representative of this office will be assigned to investigate any possible mechanical problems associated with the signal systems at the IL 176 and Bradley Street crossings. In addition, we will contact the EJE to discuss possible changes to its operating schedule in order to minimize the times that trains block the crossings during morning rush periods.

If you have any questions, please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

-----Original Message-----

From: jill@chadwickssurfaces.net [mailto:jill@chadwickssurfaces.net]
Sent: Thursday, November 16, 2006 12:34 PM
To: railsafety@mail
Subject: On-Line Complaint from Jill Andersen

[TO]
railsafety@icc.illinois.gov
[FROM]
jill@chadwickssurfaces.net
[SUBJECT]
On-Line Complaint from Jill Andersen
[MESSAGE]
Date: 11/16/2006 12:34:01 PM
Full Name: Jill Andersen
Street Address: 14045 W. Rockland Rd.
City: Libertyville
State: IL
Zipcode: 60049
Bill Full Name: Jill Andersen
Home Phone No: 262-857-7899
Work Phone No: 847-680-3222
E-Mail Address: jill@chadwickssurfaces.net
Name of Street or Road that crosses the RR Track: Illinois 176 Crossing
In or Near: Bradley Road Crossing City: Rondout Crossing County: Lake
RailRoad Name: Excessive Gate or Flashing Lights Operation: Yes
Excessive Gate or Flashing Lights Operation: Yes
Blockage: Blockage
Other: For the past two weeks, there have been problems with these crossings on this major thoroughfare, Illinois 176. Trains have blocked the road for up to 25 minutes. Our customers are severely impacted by this and it affects our company tremendously. Yesterday two customers were very late for appointments. One had to wait for 15

minutes, the other for 25 minutes before the crossings were clear. Our employees have been late for work. The same problems exist on nearby tracks across Bradley Road and Waukegan Road. Delays at these crossings have also increased. One morning during rush hour, a railroad employee stopped traffic on Waukegan Road during rush hour only to hammer a small chain on the gate. He ran back and forth for nails.....not very well organized or planned. Did this have to happen at peak hours while traffic backed up for miles? Our employees have been late picking up their children from daycare because of train blockage and had to pay extra fees. The biggest issue however is emergency vehicles. To get through would be impossible and to go around would cost precious minutes in an emergency. These lengthy delays cause backups for miles and to get around is a nightmare. I would hope that when business are affected negatively by these delays, the ICC will step in and investigate. Perhaps the train company could work during the evening hours to reduce delays. IP Address: 75.43.25.181
Browser: Mozilla/4.0 (compatible; MSIE 6.0; Windows NT 5.1; SV1; .NET CLR 2.0.50727; .NET CLR 1.1.4322) [END]

Train stopping

Herald News

Online

SuburbanChicagoNews.com

COURIER NEWS: Missing Castro, Cuba is 'normal'

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Train stopping

Waiting for the EJ&E freight train to get out of the way a morning ritual for Plainfield commuters

PLAINFIELD — Morning commuters here don't just deal with heavy traffic, but a daily freight train that stops in the middle of town during rush hour.

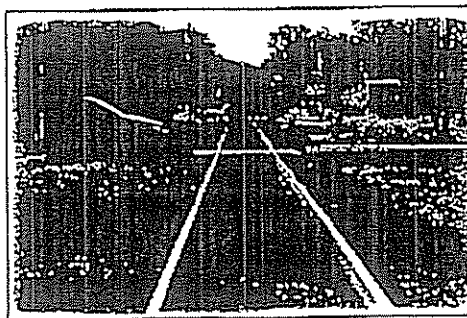
Six days a week, usually between 7 and 8 a.m., a train rumbles down the Elgin, Joliet and Eastern Railway. When it gets close to the center of town, the engineer must stop it, get out and manually switch the tracks, roll the train forward then stop again, get out and flip the switch back.

The entire process takes fewer than 10 minutes. But when you need to get somewhere in heavy traffic, sitting that long can feel like an eternity.

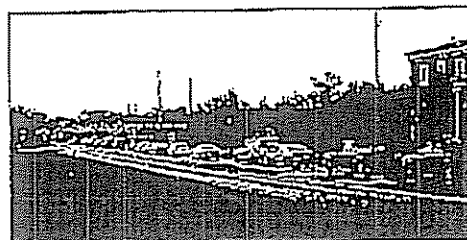
When a train comes through, traffic mainly clogs the right northbound lane of Illinois 59 as drivers wait to turn east onto Illinois 126 and Plainfield-Naperville Road, said traffic Sgt. Kevin Greco. The intersections, for the most part, are still passable, he said.

"For commuters, hopefully you would time (your trip)," Greco said. "You should know the schedule of the train by now. You should expect it."

Liz Collins, president and CEO of the Plainfield Area Chamber of Commerce, has contacted the EJ&E and Mayor Jim Waldorf hoping to spark movement toward solving the problem. She said it took about eight minutes recently to get through the railroad crossing near James Street and Illinois 126.



Looking south at the EJ&E railroad tracks from the Illinois 59 bridge, five downtown Plainfield streets cross the tracks including Plainfield-Naperville Road and Main, Center, Eastern and Lockport streets.



Traffic backs up on Lockport Street at 6:55 a.m. Wednesday as vehicles wait for a freight train to clear the crossing on the west branch of the EJ&E railroad in downtown Plainfield.

THURSDAY
AUGUST 3, 2006

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Local Poll

VOTE: Would you be upset if your neighbor built a tree house like the one pictured in the "Summertime fun in the back yard" story?

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"Knowing what's going on makes it easier to sit there," she said. "After about 3 minutes you see cars making U-turns and going back a different way because they think they can get across a different set of tracks. If they knew it would only be a few minutes, maybe they would stay."

Hope for a solution

Manual switches on the EJ&E worked fine years ago when the morning rush hour wasn't as heavy — now a seven-minute standstill can cause a 20-car backup. Other locations along the tracks have automatic switches, which are expensive to install.

"We really regret the inconvenience that we cause people going through there and we hope that eventually we'll be able to remedy that," said John Armstrong, spokesman for US Steel Co., which owns the EJ&E Railway.

The stopped train could block up to three crossings, including one on Center Street, depending on how long it is, Armstrong said. By law, trains are allowed to block intersections for up to 10 minutes, he said.

Paying the price

If the project to install an automatic switch, which could cost \$725,000, is left to US Steel, the wait could be a couple years. But the Illinois Department of Transportation and the village could be tapped to help fund the project.

"We've looked into it and there's really no way with our budget that we could do anything about it before 2008," Armstrong said. "If we could get some financial assistance we would love to address it earlier."

- Contact Janet Lundquist at (815) 729-6014 or jlundquist@scn1.com.
08/03/06

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- Today in History
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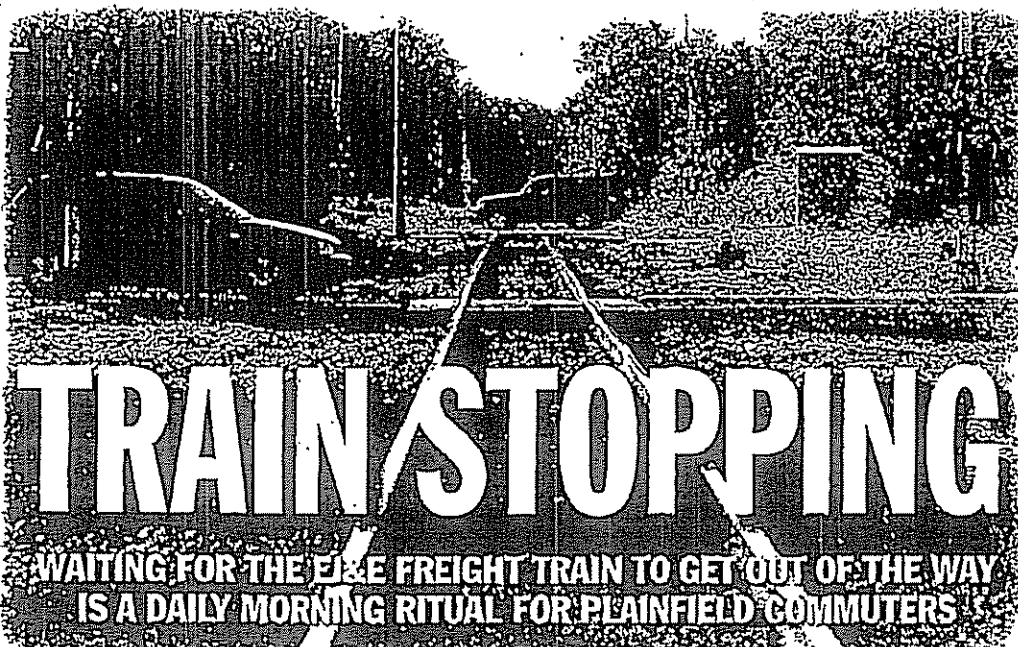
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TRAIN STOPPING

WAITING FOR THE E&E FREIGHT TRAIN TO GET OUT OF THE WAY IS A DAILY MORNING RITUAL FOR PLAINFIELD COMMUTERS

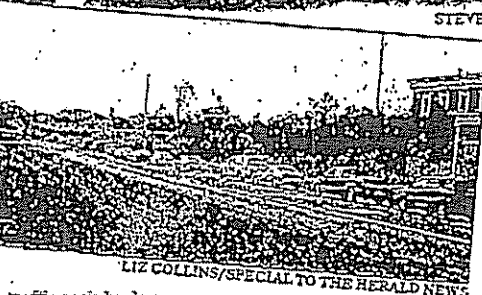
STEVEN BUYANSEY/STAFF PHOTOGRAPHER

PLAINEFIELD — Morning commuters here don't just deal with heavy traffic, but a daily freight train that stops in the middle of town during rush hour.

Six days a week, usually between 7 and 8 a.m., a train rumbles down the Elgin, Joliet and Eastern Railway. When it gets close to the center of town, the engineer must stop it, get out and manually switch the tracks, roll the train forward then stop again, get out and flip the switch back.

The entire process takes fewer than 10 minutes. But when you need to get somewhere in heavy traffic, sitting that long can feel like an eternity.

When a train comes through,



LIZ COLLINS/SPECIAL TO THE HERALD NEWS

traffic mainly clogs the right northbound lane of Illinois 59 as drivers wait to turn east onto Illinois 126 and Plainfield-Naperville Road, said traffic Sgt. Kevin Greco. The intersections, for the most part, are still passable, he said.

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now. You should expect it."

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Above: Looking south at the E&E railroad tracks from the Illinois 59 bridge, five downtown Plainfield streets cross the tracks including Plainfield-Naperville Road and Main, Center, Eastern and Lockport streets. At left: Traffic backs up on Lockport Street at 6:55 a.m. Wednesday as vehicles wait for a freight train to clear the crossing on the west branch of the E&E railroad in downtown Plainfield.

Street and Illinois 126.

"Knowing what's going on makes it easier to sit there," she said. "After about 3 minutes you see cars making U-turns and going back a different way because they think they can get across a different set of

♦ Turn to TRAIN, A9

STORY BY JANET LUNDQUIST

TRAIN

From page A1

tracks. If they knew it would only be a few minutes, maybe they would stay."

Hope for a solution

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The stopped train would block

up to three crossings, including one on Center Street, depending on how long it is, Armstrong said. By law, trains are allowed to block intersections for up to 10 minutes, he said.

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Contact Janet Lundquist at (815) 729-6014 or jlundquist@scn1.com.

Ken L Hay/EJE/TS/Transtar
05/31/2006 09:20 AM

To Mike M. Steffen/EJE/TS/Transtar,
cc James L. Neis/Transtar/USS, David M.
Gevaudan/BSR/TS/Transtar, Ray C. Baker/EJE/TS/Transtar,

6-12-06

NMS SAYS GWC HANDLING

DMG RESPONDED TO
BOB WAGONER

bcc

Subject Fw: On-Line Complaint from Lynda Elmore

Mike Will you be contacting Ms Elmore and Mr Stead? If so, please copy me with your response.
Thanks Ken

— Forwarded by Ken L Hay/EJE/TS/Transtar on 05/31/2006 09:20 AM —

Ray C.
Baker/EJE/TS/Transtar
05/30/2006 03:30 PM

To Ken L Hay/EJE/TS/Transtar@USS
cc David M. Gevaudan/BSR/TS/Transtar@USS, James L.
Neis/TTMS/TS/Transtar, Mike M.
Steffen/EJE/TS/Transtar@USS
Subject Fw: On-Line Complaint from Lynda Elmore

Ken , you have handled these ICC forwarded citizen complaints before Let me know how the M/W
Department can assist . Ray

— Forwarded by Ray C. Baker/EJE/TS/Transtar on 05/30/2006 03:27 PM —



"railsafety@mail"
<railsafety@icc.illinois.gov>
Sent by: "Stead, Mike"
<mstead@icc.illinois.gov>

05/30/2006 03:22 PM

To <LDElmore@aol.com>

cc "Wagoner, Bob" <rwagoner@icc.illinois.gov>, "Shanle,
Sheri" <sshante@icc.illinois.gov>, <rcbaker@uss.com>

Subject RE: On-Line Complaint from Lynda Elmore

Ms. Elmore - Thank you for submitting an online complaint regarding
Elgin, Joliet & Eastern Railway (EJE) trains intermittently blocking the
Liberty Street highway-rail grade crossing in Aurora, Kane County. I
appreciate your concern for public safety.

A representative of this office will be assigned to investigate your
concerns. Our representative will also contact the EJE and discuss the
possibility of adjusting train schedules to avoid the morning and
evening rush periods.

In addition, by copy of this email I will ask an EJE representative to
contact you to discuss this situation.

I trust this information will be helpful. If you have any questions,
please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.illinois.gov

-----Original Message-----

From: LDElmore@aol.com [mailto:LDElmore@aol.com]

Sent: Wednesday, May 24, 2006 4:47 PM

To: railsafety@aol.com

Subject: On-Line Complaint from Lynda Elmore

[TO]

railsafety@icc.illinois.gov

[FROM]

LDElmore@aol.com

[SUBJECT]

On-Line Complaint from Lynda Elmore

[MESSAGE]

Date: 5/24/2006 4:47:09 PM

Full Name: Lynda Elmore

Street Address: 60 E. Downer Street

City: Aurora

State: Illinois

Zipcode: 60507

Bill Full Name: Lynda Elmore

Home Phone No: 630-898-0403

Work Phone No: 630-844-3619

E-Mail Address: LDElmore@aol.com

Name of Street or Road that crosses the RR Track: Liberty Street

Crossing In or Near: Eola Road

Crossing City: Aurora

Crossing County: DuPage

RailRoad Name: Elgin, Joliet & Eastern Railroad (EJ&E)

Blockage: Blockage

Other: Yes

Other: I serve as an Alderman for the 10th ward of city of Aurora, through which this train line runs. Just east of the crossing is the very large Meridian Business Campus which employs several hundred individuals, many of which enter the campus by passing across the tracks on Liberty every day. I have in the past reported several incidents of trains violating the 15-minute blockage of the crossing. Several others in the business park indicate they too have reported the incidents. The Aurora police will assist when called but by then the frustration level of people trying to get to work or return home from work is running high.

The crux of the problem is that the railroad companies is continually blocking the roadway at the worse possible times. Although I am sympathetic to the fact that they have a business to run, it would be extremely helpful if the extremely long freight trains that are stopping to block this intersection did not run between 7:30 - 8:30 AM and then again between 4:30 - 5:30 PM. I am more than willing to sit down with the appropriate individuals from the railroad to understand the situation better as I am sure they too do not need the frustration of these complaints.

IP Address: 205.188.116.69

Browser: Mozilla/4.0 (compatible; MSIE 6.0; AOL 9.0; Windows NT 5.1;

SV1; .NET CLR 1.0.3705)

[END]

EJEHELP/Transtar
Sent by: Ken L Hay

11/08/2005 06:41 PM

To EckPhoto@aol.com

cc

bcc

Subject Re: Noise pollution not safety

Chuck Following your last e-mail message, I sent you a response on 11-2-05 concerning this issue. But I will once again attempt to explain the railroads position. Federal law requires the blowing of the train horns at all railroad crossings. The law also provides for the horn pattern of blowing (two longs, a short and a long). The law however does not regulate the duration of the blow. The railroad is extremely concerned about this issue. We train our locomotive engineers to provide for the safety of the traveling public and the safety of the crew members. But we also expect them to use common sense in following the law. If you will provide me with times and dates when, in your opinion, the blowing has been excessive, we will down load data from the locomotive to determine the time duration of the blowing. If a locomotive engineer has been excessive without just cause, we will discipline the employee. The information the locomotive is only current for approximately two days, therefore a timely response from you would be appreciated. My direct e-mail address is klhay@uss.com and my telephone number is 815-740-6727. Thank you Ken Hay Safety Manager
EckPhoto@aol.com



EckPhoto@aol.com

11/08/2005 02:24 PM

To EJEHELP@uss.com

cc

Subject Noise pollution not safety

Please stop the nighttime HORNS in Lake Zurich, IL

Ray C. Baker

06/23/2005 09:32 AM

To: Mike M. Steffen/EJE/TS/Transtar@USS
cc: David M. Gevaudan/BSR/TS/Transtar@USS, James L.
Neis/TTMS/TS/Transtar, Ken L. Hay/EJE/TS/Transtar@USS
Subject: RE: On-Line Complaint from Lynda D. Elmore

Mike, as info ! Ray

— Forwarded by Ray C. Baker/EJE/TS/Transtar on 06/23/2005 08:31 AM —



"Stead, Mike"
<mstead@icc.state.il.us>
s>

06/22/2005 04:04 PM

To: LDElmore@aol.com
cc: "Shanle, Sheri" <sshale@icc.state.il.us>, rcabaker@uss.com,
"Wagoner, Bob" <rwagoner@icc.state.il.us>
Subject: RE: On-Line Complaint from Lynda D. Elmore

Ms. Elmore - Thank you for submitting an online complaint regarding stopped trains blocking the Liberty Street grade crossing of the Elgin Joliet & Eastern Railroad (EJE) track near Aurora. I appreciate your concern for public safety.

State law prohibits stopped trains from blocking public grade crossings for longer than 15 minutes, unless the train is stopped for any reason beyond the railroad's reasonable control. Crews operating any train that is stopped on a grade crossing for longer than 15 minutes are required to "break the train" to allow highway vehicles to use the crossing. Crews that do not abide by the law are subject to fine by local law enforcement. I recommend the next you witness a stopped train blocking a grade crossing for longer than 15 minutes that you contact the local law enforcement agency with jurisdiction for the roadway in question.

In the meantime, a representative of this office will contact the railroad to discuss ways to reduce the crossing blockage problem.

I trust this information will be helpful. If you have any questions, please contact me.

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701
(217) 557-1285
mstead@icc.state.il.us

-----Original Message-----

From: LDElmore@aol.com [mailto:LDElmore@aol.com]
Sent: Tuesday, June 21, 2005 2:02 PM
To: Stead, Mike
Subject: On-Line Complaint from Lynda D. Elmore

[TO]
mstead@icc.state.il.us
[FROM]
LDElmore@aol.com
[SUBJECT]
On-Line Complaint from Lynda D. Elmore
[MESSAGE]

Mike M.
Steffen/EJE/TS/Transtar
09/06/2007 12:16 PM

To David M. Gevaudan/BSR/TS/Transtar@USS
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>, Ken L
Hay/EJE/TS/Transtar@USS, "Stead, Mike"
<mstead@icc.illinois.gov>
bcc
Subject Re: Idling Train Complaint - Hoffman Estates, Cook County


Dave,

Earlier this year we placed a sign reading "Park engines here" adjacent to the Sutton siding approximately 150 feet railroad east (geographic south) of the I-90 overpass. We are verifying that the sign has not been vandalized or removed. I will again issue instructions that when train length permits, locomotives will be parked adjacent to this sign.

Mike
David M. Gevaudan/BSR/TS/Transtar



David M.
Gevaudan/BSR/TS/Transtar
09/06/2007 10:25 AM

To "Stead, Mike" <mstead@icc.illinois.gov>
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>, Mike M.
Steffen/EJE/TS/Transtar@USS, Ken L
Hay/EJE/TS/Transtar@USS
Subject Re: Idling Train Complaint - Hoffman Estates, Cook County


Mr. Stead - In my conversation with Mr. Morgan he suggested that perhaps trains could be parked on Sutton Siding with the locomotives situated close to the I-90 overhead in order to help mask the locomotive noise. I thought Mr. Morgan's idea was worth looking into and I committed to Mr. Morgan that I would review his recommendation with the EJE train operations personnel. I never committed that a General Order would be issued immediately directing trains to stop on Sutton Siding with the locomotives situated at the I-90 overhead.

We are in the process of reviewing Mr. Morgan's recommendation and I will advise you of our findings as soon as possible.

David M. Gevaudan
General Manager - EJE Rwy / DCRR / T&N Rwy
One North Buchanan Street
Gary, Indiana 46402
dmgevaudan@uss.com
815-740-6904 Office
219-689-1439 Cell
"Stead, Mike" <mstead@icc.illinois.gov>



"Stead, Mike"
<mstead@icc.illinois.gov>
09/06/2007 09:43 AM

To <dmgevaudan@uss.com>
cc "Mogan, Dennis" <dmogan@icc.illinois.gov>



Subject: Idling Train Complaint - Hoffman Estates, Cook County

Mr. Gevaudan – This office recently received a complaint from Rep. Fred Crespo's office on behalf of one of his constituents, Rich Johns, regarding EJE trains idling for extended periods in Hoffman Estates. Dennis Mogan, Operating Practices Inspector representing this office, investigated Mr. Johns' complaint and contacted you to discuss the issue.

It is my understanding that you indicated to Mr. Mogan that a General Order would be issued directing EJE train crews to stop trains near the Interstate 90 (I-90) overpass in order to diffuse the noise created by idling trains away from Mr. Johns' neighborhood.

Last evening (9/5/07) at 7:15 PM Mr. Mogan witnessed a coal train parked on the Suttan Siding just west of MP 42 on the EJE. Mr. Mogan drove down to the unoccupied locomotives, which were properly secured and running at low idle. The locomotives were stopped about 40 feet short of the derail. The locomotives (UP 8146; SP 107) headed up a 119-car empty coal train, and was put in the siding at 4:00 PM. Mr. Mogan was advised by the EJE dispatcher that the Union Pacific had a crew called for 7:00 PM at West Chicago, and the train would be moving by about 10:00 PM.

Mr. Mogan walked from Old Suttan Road to the rear of the standing train and measured 1899 feet of available track space on the siding from the rear of the train to the derail on the west end of the siding. In his opinion the train could have been stopped short of the I-90 overpass, which would have acted as a noise buffer. It appears that the reason the train was pulled down tight to the derail was to accommodate the crew, so the employees wouldn't have had to walk several hundred feet to the crew hauler that picked them up.

This office believes that issuance of an Order directing train crews to stop trains near the Interstate 90 (I-90) overpass, instead of near the derail, would not adversely affect train operations, and would be a positive public relations move for the railroad in the Hoffman Estates area. I ask that you notify me and Mr. Mogan (via phone or email) when EJE has issued a General Order to address this issue.

If you have any questions, please contact me or Mr. Mogan (312-590-1016; dmogan@icc.illinois.gov).

Michael E. Stead
Rail Safety Program Administrator
Illinois Commerce Commission
527 E. Capitol Avenue
Springfield, IL 62701

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804

Telephone 202.973.7600
Facsimile 202.973.7610

February 12, 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:

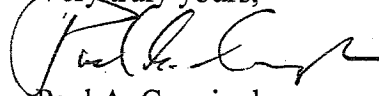
I am writing to follow up on my letter to you of January 28, 2008, in which I responded on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to requests you had made, in your letter of December 18, 2007, to Normand Pellerin of CN, relevant to the environmental review of the transaction proposed in the above-referenced proceeding.

In response to your request (included in request no. 23) for "[v]olume of hazardous materials on each affected line segment by STCC (Standard Transportation Commodity Code)," I noted that "CN ha[d] not yet compiled complete information breaking this information down by STCC, but w[ould] provide that information to SEA once it bec[ame] available and ha[d] been verified."

The requested information is now available, and may be found in the Excel file, Segment_Hazmat_by_STCC_for_SEA.xls, on the enclosed CD.

As I indicated in our telephone conversation, we are working diligently to develop information responsive to the other information requests that remain outstanding from your December 18 letter, and will provide them shortly.

Very truly yours,



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

Enclosure (CD containing Excel file)

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

February 12, 2008

Page 2

cc: John H. Morton
Normand Pellerin

February 12th, 2008

Enclosure

**INFORMATION
REDACTED**

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

February 15, 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:

This letter is a further supplement to my letter to you of January 28, 2008, in which I responded on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to requests you had made, in your letter of December 18, 2007, to Normand Pellerin of CN, in connection with the environmental review of the Transaction proposed in the above-referenced proceeding. (I have already provided one supplement to my January 28 letter, in my letter to you of February 12, 2008, in which I transmitted information on "volume of hazardous commodities on each affected line segment by STCC (Standard Transportation Community Code)," as requested in item no. 23 of your December 18 letter.)

In this letter, I am providing information responsive to the following requests that remain outstanding:

8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.

The enclosed CD contains, as Exhibit A to this letter,¹ an Excel file (Exhibit A-Typical Train Data.xls) providing information about typical CN, EJ&E, and other (*i.e.*, haulage and trackage rights trains of other railroads) trains, both currently operating on the EJ&E line and expected to operate on that line after the Transaction. The tab entitled

¹ For ease of transmittal, all exhibits to this letter are provided in electronic form (PDF or Microsoft Excel) on the enclosed CD.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief
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Page 2

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

"Typical_Train_w_Locomotive" contains a table, labeled "Pre-Transaction," presenting information (including number of cars, gross tonnage, and train length), broken down by rail segment, for the following typical trains operating over each EJ&E segment between Leithton and Gary:

- (a) a typical CN train (*i.e.*, operating by trackage rights over EJ&E);
- (b) a typical "Other" train (*i.e.*, haulage or trackage rights train of a third railroad moving over EJ&E's line);
- (c) a typical EJ&E train; and
- (d) a composite train, simply labeled "Typical Train," reflecting the average (weighted by frequency of operation) of the typical CN, Other, and EJ&E trains.

The bottom row (labeled "Overall Average") of the "Pre-Transaction" table presents information about a typical CN, Other, and EJ&E train operating for the entire length of EJ&E's line between Leithton and Gary. Information regarding the "Overall Average" trains was computed by averaging the data for individual segments, weighted by train miles on each segment.

The same tab contains a table labeled "Post-Transaction," presenting information (including the number of cars, gross tonnage, and train length), broken down by rail segment, for the following typical trains operating over each EJ&E segment between Leithton and Gary:

- (a) a typical CN train (*i.e.*, either one currently operating by trackage rights or a new CN train containing traffic to be re-routed from CN's lines through Chicago);
- (b) a typical "Other" train (which would be unaffected by the Transaction and would therefore be identical to the typical "Other" train shown on the Pre-Transaction table);
- (c) a typical EJ&E train (*i.e.*, a train that would be operated by EJ&EW after the Transaction but would carry the same freight and is assumed to have the same locomotive consist as the corresponding Pre-Transaction EJ&E train); and
- (d) a composite train, labeled "Typical Train," reflecting the average (weighted by frequency of operation) of the typical CN, Other, and EJ&E trains.

The bottom row (labeled "Overall Average") of the "Post-Transaction" table presents information about a typical CN, Other, and EJ&E train operating for the entire length of EJ&E's line between Leithton and Gary. Information regarding the "Overall Average" trains was computed by averaging the data for individual segments, weighted by train miles on each segment.

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief
February 15, 2008
Page 3

CN determined that each of the typical trains would be operated with two locomotives. The typical EJ&E train today is powered with two SD38s (each with 2,000 horsepower), and CN assumed that at least initially the same locomotive consist would be used for post-Transaction EJ&EW trains. CN has determined, based on information provided by EJ&E, that the typical non-CN haulage or trackage rights train operating on EJ&E presently is powered by two Dash 9s (also referred to as C449s, each with 4,400 horsepower), and assumes that the same locomotive consist would continue to be used on such trains after the Transaction. The most typical locomotive consist for a CN train is a combination of one SD-40 (3,000 hp) and one Dash 9 (4,400 hp), and CN has assumed that consist for all CN trains described on the "Typical_Train_w_Locomotive" tab.

Exhibit B to this letter (Exhibit B-Locomotive Age Distribution.xls) contains information requested on age distribution of locomotives used by railroads operating on affected CN and EJ&E lines. The "CN" tab presents information about locomotives that, according to CN's train event file (contained in its data warehouse), operated over the affected lines in 2006. The "EJ&E" tab presents information about the age of the SD38 locomotives in EJ&E's fleet that, CN has determined, are in the typical locomotive consist for EJ&E's trains. The "BNSF" tab presents information about the locomotives that, according to EJ&E dispatching records, were used for BNSF Railway Company ("BNSF") haulage and trackage rights trains operating on EJ&E's line during 2007. (EJ&E has not provided comparable information about haulage and trackage rights trains of Union Pacific Railroad Company ("UP"), whose haulage and trackage rights trains also moved over the EJ&E line.)

The speed of typical trains operating on the EJ&E line will vary from location to location on the track. The "Speed at Crossings" tab, on the Excel file enclosed as Exhibit C (Exhibit C-Train Speed and Fuel.xls), presents speeds for each of the typical CN, EJ&E, and Other trains described above, at each of the at-grade highway crossings on the EJ&E line between Leithton and Gary. The speeds were calculated by taking the "Overall Average" typical CN, EJ&E, and Other trains described above,² and using CN's Train Performance Calculator ("TPC") model to determine the speed of such a train running on the EJ&EW line from Gary to Leithton, and then back from Leithton to Gary. CN ran these calculations twice for each train. The first run assumed a scenario under which the train would operate without any impedances. The second run assumed a scenario under which the train would be impeded at conflict points (meets and crossing diamonds) throughout its journey. (The model assumed that in case of conflict, the train would move into sidings that would not leave the train blocking any rail-highway at-grade crossing.) The model produced an unimpeded and an impeded speed, westbound and eastbound, for each train type. CN then averaged the four speeds for each train type at each grade crossing to determine the average speed at the crossing. (It was CN's

² See Exhibit A, "Typical_Train_w_Locomotive" tab of Exhibit A (also found on Exhibit C, "Typical Train" tab).

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Attorneys at Law

Ms. Victoria J. Rutson, Chief

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judgment that trains operating on the EJ&E line are likely to be impeded at conflict points less than half the time, and that averaging the speeds of the unimpeded and impeded trains would therefore be a conservative approach that would tend to understate the train speeds.)

19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.

CN has calculated that the fuel efficiency of a typical EJ&E train operating today, as well as that of a typical EJ&E train after implementation of the Transaction, would be 527 gross ton-miles per imperial gallon, or 439 gross ton-miles per U.S. gallon.³ Similarly, CN calculated that the fuel efficiency (1) of a typical "Other" (*i.e.*, non-CN haulage or trackage rights) train operating on the EJ&E line, before or after implementation of the Transaction, would be 1,135 gross ton-miles per imperial gallon (945 GTM/U.S. gallon), (2) of a typical CN train presently operating by trackage rights on EJ&E would be 1,297 gross ton-miles per imperial gallon (1,080 gross ton-miles per U.S. gallon), and (3) of a typical (non-EJ&EW) CN train operating on the EJ&E line after implementation of the Transaction would be 1,635 gross ton-miles per imperial gallon (1,361 gross ton-miles per U.S. gallon). (CN is still working to calculate comparable fuel efficiency information regarding CN's current operations inside the CN arc. We expect to have that information shortly and will provide it to SEA as soon as it is available and verified.)

The calculations by which CN made the fuel efficiency determinations reported above are presented in Exhibit C, on the "Fuel & Time (CN TPC)" tab. Those calculations, like the train speed calculations reported above, were made by running the typical CN, EJ&E, and Other trains described in the response to item no. 8 through CN's TPC model. As in the calculation of train speed, CN averaged the fuel consumption, calculated by TPC, for an unimpeded run of each typical train with that of an impeded run of the same train. The total gross ton-mileage for each such typical train was then divided by the average fuel consumption for each train to yield average gross ton-miles per (imperial) gallon for each.

20. Any design plans or planning documents for new intermodal facilities on the EJ&E or expansion of CN Markham Yard Intermodal facility.

³ Based on a conversion factor of 1.20094992550486 imperial gallons per U.S. gallon.

Ms. Victoria J. Rutson, Chief

February 15, 2008

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Confidential
Per letter
dated 02/24/08

26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

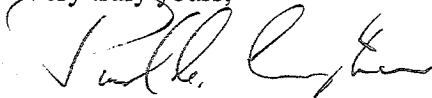
Parsons Transportation Group has calculated vehicular delay at grade crossings on the EJ&E line, both before and after implementation of the Transaction, and reported the results on the Excel file (Exhibit E-EJE Crossings.xls) enclosed as Exhibit E. Parsons used the methodologies used by SEA to make its grade-crossing delay analyses Bayport Loop EIS. The pre- and post-Transaction train lengths assumed in Parsons' calculations are those reported for each EJ&E segment on the "Typical_Train_w_Locomotive" tab of Exhibit A.

Parsons is still working to calculate information on reduction of grade-crossing delay on affected CN lines within the EJ&E arc, and CN will provide that information when it becomes available and is verified. When that has been done, Parsons will be able to calculate net reductions of fuel consumption and related emissions from vehicles delayed at affected grade crossings throughout the affected area, and CN will provide that information promptly to SEA.

* * * * *

Please let me know if there is any further information SEA needs to complete its environmental review.

Very truly yours,



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

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief
February 15, 2008
Page 6

Enclosures (on CD)

cc: John H. Morton
Normand Pellerin

Data for Typical Trains on EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Pre-Transaction

Segment	From Station	To Station	EJE Trains				Other Trains				CN Trains				Typical Train			
			Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet
14	Leithton	Spaulding	3.5	17	1,629	1,062	0.7	117	10,243	6,358	1.1	113	8,576	6,242	5.3	51	3,867	2,760
13	Spaulding	Munger	3.6	26	2,343	1,578	0.7	117	10,243	6,358	1.1	113	8,576	6,242	5.5	56	4,254	3,042
12	Munger	West Chicago	3.6	26	2,340	1,575	0.7	117	10,243	6,358	0.0	0	0	0	4.4	42	3,278	2,246
11	West Chicago	East Siding	7.6	52	4,694	2,976	3.1	114	9,954	6,175	0.0	0	0	0	10.7	70	5,826	3,769
10	East Siding	Walker	8.9	62	5,596	3,534	6.8	85	6,408	4,655	0.0	0	0	0	15.7	72	5,544	3,881
9	Walker	Bridge Junction	11.6	50	4,559	2,881	6.8	85	6,408	4,655	0.0	0	0	0	18.5	63	4,841	3,398
8	Bridge Junction	Rock Island Jct	15.4	38	3,544	2,213	3.1	114	9,954	6,175	0.0	0	0	0	18.5	51	4,225	2,742
7	Rock Island Jct	Matteson	4.8	62	5,178	3,550	1.6	94	8,276	5,114	0.0	0	0	0	6.4	70	5,537	3,795
6	Matteson	Chicago Hts	5.8	53	4,505	3,072	1.6	94	8,276	5,114	1.2	93	7,106	5,119	8.6	66	5,158	3,615
5	Chicago Hts	Griffith	6.9	46	3,925	2,668	2.1	87	7,690	4,743	1.2	93	7,106	5,119	10.2	60	4,670	3,261
4	Griffith	Van Loon	7.1	45	3,839	2,605	0.5	114	9,948	6,171	0.0	0	0	0	7.6	50	3,870	2,717
3	Van Loon	Ivanhoe	9.1	54	4,436	3,113	0.5	114	9,948	6,171	0.0	0	0	0	9.7	57	4,344	3,144
2	Ivanhoe	Cavanaugh	9.2	53	4,385	3,076	0.5	114	9,948	6,171	0.0	0	0	0	9.8	57	4,294	3,108
1	Cavanaugh	Gary	11.2	46	3,870	2,671	0.5	114	9,948	6,171	0.0	0	0	0	11.8	49.1	3750.2	2692.7

Overall Average	47	3,761	2,590	94	7,285	4,976	105	7,585	5,794	62	4,846	3,353
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Post-Transaction

Segment	From Station	To Station	EJE Trains				Other Trains				CN Trains				Typical Train			
			Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet
14	Leithton	Spaulding	3.5	17	1,629	1,062	0.7	117	10,243	6,358	16.1	132	9,850	8,268	20.3	112	8,059	6,829
13	Spaulding	Munger	3.6	26	2,343	1,578	0.7	117	10,243	6,358	18.1	127	9,511	7,937	22.5	110	7,970	6,714
12	Munger	West Chicago	3.6	26	2,340	1,575	0.7	117	10,243	6,358	19.0	129	9,649	8,046	23.4	112	8,124	6,843
11	West Chicago	East Siding	7.6	52	4,694	2,976	3.1	114	9,954	6,175	20.9	128	9,577	8,025	31.6	108	8,041	6,494
10	East Siding	Walker	8.9	62	5,596	3,534	6.8	85	6,408	4,655	23.8	126	9,500	7,875	39.5	104	7,684	6,203
9	Walker	Bridge Junction	11.6	50	4,559	2,881	6.8	85	6,408	4,655	23.8	126	9,500	7,875	42.3	98	7,239	5,842
8	Bridge Junction	Rock Island Jct	15.4	38	3,544	2,213	3.1	114	9,954	6,175	23.8	126	9,500	7,875	42.3	93	6,967	5,552
7	Rock Island Jct	Matteson	4.8	62	5,178	3,550	1.6	94	8,276	5,114	21.9	121	9,253	7,667	28.3	109	8,101	6,684
6	Matteson	Chicago Hts	5.8	53	4,505	3,072	1.6	94	8,276	5,114	24.2	110	8,849	7,284	31.6	98	7,612	6,256
5	Chicago Hts	Griffith	6.9	46	3,925	2,668	2.1	87	7,690	4,743	25.2	108	8,684	7,229	34.2	94	7,254	6,012
4	Griffith	Van Loon	7.1	45	3,839	2,605	0.5	114	9,948	6,171	21.0	112	9,000	7,219	28.6	95	7,336	5,915
3	Van Loon	Ivanhoe	9.1	54	4,436	3,113	0.5	114	9,948	6,171	20.0	110	8,774	7,191	29.7	93	7,057	5,777
2	Ivanhoe	Cavanaugh	9.2	53	4,385	3,076	0.5	114	9,948	6,171	20.0	110	8,774	7,191	29.8	93	7,033	5,758
1	Cavanaugh	Gary	11.2	46	3,870	2,671	0.5	114	9,948	6,171	20.0	110	8,774	7,191	31.8	88	6,659	5,437

Overall Average	47	3,761	2,590	94	7,285	4,976	122	8,941	7,623	104	7,686	6,321
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Typical Trains

Typical Trains		1	2	3	4	5	6	7	8	9	10	11	12	13	14
		City Track Cavanaugh	Cavanaugh- Ivanhoe	Ivanhoe- Loon	Van Loon-Griffin	Griffin-Chis	Chis-Matteson	Matteson-Joliet	Joliet-BR Jct	BR Jct-Walker	Walker-Eola	Eola-WChgo	WChgo- Munger	Munger- Spaulding	Spaulding- Leffington
Miles of Track	Totals	1.2 108	1.2 118	3.4 116	1.4 114	3.6 111	3.5 100	3.5 94	20.9 75	3.1 73	9.5 65	9.3 54	7.8 46	6.6 40	22.8 12
Trains	Total (As per Dave Novak)	11,592	10,860	10,831	10,451	12,471	11,523	10,336	15,450	15,433	14,436	11,541	8,543	8,208	7,406
	CN Trackage	0	0	0	0	450	450	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	194	194	194	194	757	571	571	1,136	2,495	2,495	1,136	271	271	271
	EM&E Trains	4,098	3,366	3,337	2,592	2,532	2,135	1,761	5,617	4,240	3,243	2,763	1,332	1,330	1,263
	CN Post	7,300	7,300	7,300	7,665	8,732	8,367	8,003	8,697	8,697	8,697	7,641	6,936	6,209	5,475
	EJ&E Pre	4,292	3,560	3,531	2,768	3,798	3,156	2,638	8,153	6,785	5,798	5,000	2,443	2,407	1,931
Trainmiles	EJ&E Post CN	7,300	7,300	7,300	7,665	8,732	8,367	8,004	8,698	8,698	8,698	7,642	6,940	6,607	5,872
	EJ&E Post Total	11,592	10,860	10,831	10,451	12,471	11,523	10,336	15,450	15,433	14,436	11,541	8,543	8,208	7,406
	Total	1,142,352	13,910	15,204	21,662	37,624	137,181	40,331	216,014	47,895	146,610	134,251	90,017	56,381	168,857
	CN Trackage	16,371	0	0	0	0	4,950	1,575	0	0	0	0	0	0	794
	Other Trackage and Haulage	91,648	233	272	388	698	8,327	1,999	11,934	3,522	23,703	23,204	8,861	1,789	542
	EM&E Trains	247,415	4,918	4,712	6,674	9,331	27,852	7,473	38,895	17,411	40,280	30,160	21,551	8,791	2,660
Cars	CN Post	786,919	8,760	10,220	14,600	27,594	96,050	29,284	167,275	62,626	82,674	80,887	59,604	45,801	124,830
	EJ&E Pre	355,433	5,150	4,984	7,062	10,030	41,129	11,046	48,739	20,933	63,983	53,363	30,412	10,580	44,027
	EJ&E Post CN	803,290	8,760	10,220	14,600	27,594	101,002	30,860	167,276	26,963	82,627	80,888	59,605	45,801	113,213
	EJ&E Post Total	1,142,352	13,910	15,204	21,662	37,624	137,181	40,331	216,014	47,895	146,610	134,251	90,017	56,381	168,857
	Total	3,111,416	213,138	204,188	204,860	140,764	226,711	211,922	165,487	344,330	426,877	415,585	274,564	69,065	113,846
	CN Trackage	173,866	0	0	0	0	41,879	41,879	0	0	0	0	0	0	45,054
CarMiles	Other Trackage and Haulage	1,039,172	22,054	22,054	22,054	22,054	65,663	53,522	53,522	129,229	212,254	212,254	129,229	31,761	31,761
	EM&E Trains	1,863,338	188,876	179,926	180,598	116,368	116,568	113,986	109,314	212,104	211,626	200,334	142,660	34,860	21,258
	CN Post	35,040	2,208	2,208	2,208	2,341	2,613	2,534	2,561	2,997	2,997	2,997	2,674	2,443	2,171
	EJ&E Pre	307,636	210,930	201,980	202,652	139,422	224,110	209,387	162,836	341,333	423,880	412,588	271,889	66,621	111,675
	EJ&E Post CN	208,906	2,208	2,208	2,208	2,342	44,480	44,414	2,651	2,997	2,997	2,997	2,675	2,444	47,225
	EJ&E Post Total	3,111,416	213,138	204,188	204,860	140,764	226,711	211,922	165,487	344,330	426,877	415,585	274,564	69,065	113,846
Trailing Tons	Total	118,416,930	1,220,320	1,411,176	2,017,310	3,575,113	12,909,420	3,970,693	23,629,921	4,448,910	14,417,953	14,009,401	9,736,040	6,326,398	1,808,208
	CN Trackage	1,724,585	0	0	0	0	460,699	146,577	0	0	0	0	0	0	90,108
	Other Trackage and Haulage	8,605,339	26,465	30,876	44,108	79,394	722,293	187,327	1,118,610	400,610	2,016,413	1,973,962	1,007,986	209,623	63,522
	EM&E Trains	11,652,832	226,651	251,896	361,196	418,925	1,282,248	398,951	2,284,663	657,522	2,010,447	1,863,106	1,112,748	230,076	69,720
	CN Post	96,434,174	967,203.6	1,128,404.2	1,612,006.0	3,076,794.0	10,444,210.5	3,237,838.4	20,226,648.4	3,390,777.6	10,391,092.6	10,172,332.7	7,615,305.5	5,886,699.9	1,584,858.4
	EJ&E Pre	21,982,756	253,116	282,772	405,304	498,319	2,465,210	732,855	3,403,272	1,058,132	4,038,860	3,837,068	2,120,734	439,699	223,350
Trailing Tons per Train	EJ&E Post CN	90,158,758	967,204	1,128,404	1,612,006	3,076,794	10,904,879	3,384,415	20,226,648	3,390,778	10,391,093	10,172,333	7,615,306	5,886,700	1,677,001
	EJ&E Post Total	118,416,930	1,220,320	1,411,176	2,017,310	3,575,113	12,909,420	3,970,693	23,629,921	4,448,910	14,417,953	14,009,401	9,736,040	6,326,398	1,808,208
	Total	243,626,051	16,263,096	15,453,207	15,506,025	10,961,065	17,662,378	16,474,969	13,105,835	28,744,111	32,821,840	32,030,784	22,906,990	5,430,824	8,654,891
	CN Trackage	12,518,352	0	0	0	0	3,015,288	3,015,288	0	0	0	0	0	0	3,243,888
	Other Trackage and Haulage	81,398,013	1,848,401	1,848,401	1,848,401	1,848,401	5,503,380	4,485,813	4,485,813	10,831,006	14,940,743	14,940,743	8,003,006	2,661,969	2,661,969
	EM&E Trains	147,120,336	14,247,307	13,437,418	13,490,236	8,943,695	8,943,695	8,746,161	8,426,005	17,696,372	17,664,364	16,873,308	11,883,970	2,593,107	2,593,107
Average Length of Car	CN Post	2,589,351	167,388.1	167,388.1	167,388.1	167,388.1	200,014.1	197,790.9	194,017.5	216,732.8	216,732.8	216,732.8	175,742.2	13,926.9	10,077.9
	EJ&E Pre	241,036,700	16,095,708	15,285,819	15,338,637	10,760,564	17,462,364	16,279,861	12,911,818	26,527,378	32,605,107	31,814,061	22,714,975	5,255,076	8,498,864
	EJ&E Post CN	15,107,703	167,388	167,388	167,388	180,501	3,215,302	3,210,996	194,017	216,733	216,733	216,733	192,015	17,748	3,399,815
	EJ&E Post Total	243,626,051	16,263,096	15,453,207	15,506,025	10,961,065	17,662,378	16,474,969	13,105,835	28,744,111	32,821,840	32,030,784	22,906,990	5,430,824	8,654,891
	Total	8,780,492,508	92,630,829	106,935,455	152,870,571	275,988,231	995,142,646	306,994,282	1,749,919,423	333,668,048	1,061,269,546	1,031,570,204	723,843,087	458,061,022	130,824,554
	CN Trackage	124,170,998	0	0	0	0	33,168,168	10,553,508	0	0	0	0	0	0	6,487,776
TonMiles	Other Trackage and Haulage	66,677,648	2,218,081	2,587,761	3,696,802	6,654,243	60,537,182	15,700,344	39,753,484	33,576,117	141,937,059	138,943,910	84,481,843	17,568,994	5,323,938
	EM&E Trains	930,434,389	17,096,769	18,812,385	26,980,472	32,185,786	90,380,640	30,723,562	176,103,505	54,888,754	167,811,461	156,921,763	92,694,964	17,114,066	8,186,214
	CN Post	7,058,210,373	73,315,978	85,535,308.6	122,193,298.0	237,178,202.4	803,056,647.0	250,016,867.6	1,480,062,433.5	245,233,176.8	751,521,025.6	735,699,530.3	546,666,270.0	423,377,521.9	113,826,628.8
	EJ&E Pre	1,722,282,136	19,314,850	21,400,147	30,677,273	38,810,029	192,085,999	56,977,414	269,856,989	88,434,871	309,748,521	295,870,674	177,168,088	34,683,500	16,997,927
	EJ&E Post CN	7,182,380,471	73,315,979	85,535,309	122,193,298	237,178,202	836,224,815	260,570,376	1,480,062,434	245,233,177	751,521,026	735,699,530	546,666,279	423,377,522	120,214,403
	EJ&E Post Total	8,780,492,508	92,630,829	106,935,455	152,870,571	275,988,231	995,142,646	306,994,282	1,749,919,423	333,668,048	1,061,269,546	1,031,570,204	723,843,087	458,061,022	130,824,554
Average Length of Car	Total	55	55	55	55	55	54	54	54	54	54	54	54	54	54
	CN Trackage	55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Other Trackage and Haulage	53	53	53	53	53	53	53	53	53	53	53	53	53	53
	EM&E Trains	55	55	55	55	55	55	55	55	55	55	55	55	55	55
	CN Post	54	53	53	53	53	54	54	53	53	53	53	53	53	54
Trains per Day	EJ&E Pre	54	53	53	53	53	54	54	53	53	53	53	53	53	54
	EJ&E Post CN	54	53	53	53	53	54	54	53	53	53	53	53	53	54
	EJ&E Post Total	54	53	53	53	53	54	54	53	53	53	53	53	53	54
FeetMiles	Total	7,220,525,866	75,625,010	87,540,029	125,131,104	222,549,563	824,678,821	252,292,099	1,443,863,481	265,935,596	856,517,255	832,709,455	584,565,237	385,819,613	110,211,160
	CN Trackage	94,852,159	0	0	0	0	25,338,795	8,061,708	0	0	0	0	0	0	4,955,940
	Other Trackage and Haulage	456,082,963	1,402,634	1,636,407	2,337,724	4,207,903	38,281,529	9,928,331	59,296,319	21,232,325	106,869,889	104,619,997	53,423,269	11,109,998	3,365,666
	EM&E Trains	640,905,760	12,465,816	13,854,302	19,865,780	23,040,864	90,530,640	30,723,562	17						

Segment	From Station	To Station	SumOfFreq	Cars	Tons	Feet	Miles	SumOfCars_Miles	SumOfTon_Miles	SumOfFeet_Miles
14	Leithton	Spaulding	15	2006.72937	143057.8558	123954.8441	22.8	16700001.82	1190527476	1031552213
13	Spaulding	Munger	17.01265037	2171.038959	155926.886	134320.4852	2	1584858.44	113826626.8	98053954.2
12	Munger	West Chicago	19.01265037	2443.628	175748.2449	150292.8332	6.6	5886699.852	423377521.9	362055435.1
11	West Chicago	East Siding	20.93593804	2674.852658	192014.8504	165065.2715	7.8	7615305.516	546666279	469940828
10	East Siding	Walker	23.82908873	2996.710192	216732.812	184303.614	9.3	10172332.75	735699530.3	625618617.6
9	Walker	Bridge Junction	23.82908873	2996.710192	216732.812	184303.614	9.5	10391092.59	751521025.6	639072781.5
8	Bridge Junction	Rock Island Jct	23.82908873	2996.710192	216732.812	184303.614	3.1	3390777.582	245233176.8	208539539.2
7	Rock Island Jct	Matteson	21.92771886	2651.458137	194017.4915	165028.6058	20.9	20226648.4	1480062434	1258920719
6	Matteson	Chicago Hts	22.92328767	2534.511452	195707.9198	166230.7203	3.5	3237838.38	250016867.6	212359745.2
5	Chicago Hts	Griffith	23.92328767	2601.297753	200014.1088	171989.2545	11	10444210.48	803056647	690536857
4	Griffith	Van Loon	21	2341.547945	180500.9151	148630.7425	3.6	3076794	237178202.4	195300795.6
3	Van Loon	Ivanhoe	20	2208.227397	167388.0795	140996.7123	2	1612006	122193298	102927600
2	Ivanhoe	Cavanaugh	20	2208.227397	167388.0795	140996.7123	1.4	1128404.2	85535308.6	72049320
1	Cavanaugh	Gary	20	2208.227397	167388.0795	140996.7123	1.2	967203.6	73315978.8	61756560

Segment	Train_Miles
14	124830
13	12419.23477
12	45801.47474
11	59604.61561
10	80887.84169
9	82627.36516
8	26962.6139
7	167275.6034
6	29284.5
5	96052
4	27594
3	14600
2	10220
1	8760

Road	Loco_Type	Count	Loco_Wt	Loco_Ton	Loco_Lgth	Tot_Tons	Tot_Lgth
EJE-Pre	SD38	2	393000	197	68	393	136
Other	C449	2	420000	210	73	420	146
CN	SD40	1	390000	195	68	195	68
	C449	1	420000	210	73	210	73
	CN Total					405	141
Typical-Pre	SD38	1	393000	197	68	197	68
	C449	1	420000	210	73	210	73
	Typical-Pre Total					407	141
Typical-Post	SD40	1	390000	195	68	195	68
	C449	1	420000	210	73	210	73
	Typical-Post Total					405	141

Data for Typical Trains on EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Pre-Transaction

Segment	From Station	To Station	EJE Trains				Other Trains				CN Trains				Typical Train			
			Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet
14	Leithton	Spaulding	3.5	17	1,236	926	0.7	117	9,823	6,212	1.1	113	8,171	6,242	5.3	51	3,867	2,760
13	Spaulding	Munger	3.6	26	1,950	1,442	0.7	117	9,823	6,212	1.1	113	8,171	6,242	5.5	56	4,254	3,042
12	Munger	West Chicago	3.6	26	1,947	1,439	0.7	117	9,823	6,212	0.0	0	0	0	4.4	42	3,278	2,246
11	West Chicago	East Siding	7.6	52	4,301	2,840	3.1	114	9,534	6,029	0.0	0	0	0	10.7	70	5,826	3,769
10	East Siding	Walker	8.9	62	5,203	3,398	6.8	85	5,988	4,509	0.0	0	0	0	15.7	72	5,544	3,881
9	Walker	Bridge Junction	11.6	50	4,166	2,745	6.8	85	5,988	4,509	0.0	0	0	0	18.5	63	4,841	3,398
8	Bridge Junction	Rock Island Jct	15.4	38	3,151	2,077	3.1	114	9,534	6,029	0.0	0	0	0	18.5	51	4,225	2,742
7	Rock Island Jct	Matteson	4.8	62	4,785	3,414	1.6	94	7,856	4,968	0.0	0	0	0	6.4	70	5,537	3,795
6	Matteson	Chicago Hts	5.8	53	4,112	2,936	1.6	94	7,856	4,968	1.2	93	6,701	5,119	8.6	66	5,158	3,615
5	Chicago Hts	Griffith	6.9	46	3,532	2,532	2.1	87	7,270	4,597	1.2	93	6,701	5,119	10.2	60	4,670	3,261
4	Griffith	Van Loon	7.1	45	3,446	2,469	0.5	114	9,528	6,025	0.0	0	0	0	7.6	50	3,870	2,717
3	Van Loon	Ivanhoe	9.1	54	4,043	2,977	0.5	114	9,528	6,025	0.0	0	0	0	9.7	57	4,344	3,144
2	Ivanhoe	Cavanaugh	9.2	53	3,992	2,940	0.5	114	9,528	6,025	0.0	0	0	0	9.8	57	4,294	3,108
1	Cavanaugh	Gary	11.2	46	3,477	2,535	0.5	114	9,528	6,025	0.0	0	0	0	11.8	49	3,750	2,693

Overall Average	47	3,761	2,590	94	7,285	4,976	105	7,585	5,794	62	4,846	3,353
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Post-Transaction

Segment	From Station	To Station	EJE Trains				Other Trains				CN Trains				Typical Train			
			Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet	Trains/Day	Cars	Tons	Feet
14	Leithton	Spaulding	3.5	17	1,236	926	0.7	117	9,823	6,212	16.1	132	9,445	8,127	20.3	112	8,059	6,829
13	Spaulding	Munger	3.6	26	1,950	1,442	0.7	117	9,823	6,212	18.1	127	9,106	7,796	22.5	110	7,970	6,714
12	Munger	West Chicago	3.6	26	1,947	1,439	0.7	117	9,823	6,212	19.0	129	9,244	7,905	23.4	112	8,124	6,843
11	West Chicago	East Siding	7.6	52	4,301	2,840	3.1	114	9,534	6,029	20.9	128	9,172	7,884	31.6	108	8,041	6,494
10	East Siding	Walker	8.9	62	5,203	3,398	6.8	85	5,988	4,509	23.8	126	9,095	7,734	39.5	104	7,684	6,203
9	Walker	Bridge Junction	11.6	50	4,166	2,745	6.8	85	5,988	4,509	23.8	126	9,095	7,734	42.3	98	7,239	5,842
8	Bridge Junction	Rock Island Jct	15.4	38	3,151	2,077	3.1	114	9,534	6,029	23.8	126	9,095	7,734	42.3	93	6,967	5,552
7	Rock Island Jct	Matteson	4.8	62	4,785	3,414	1.6	94	7,856	4,968	21.9	121	8,848	7,526	28.3	109	8,101	6,684
6	Matteson	Chicago Hts	5.8	53	4,112	2,936	1.6	94	7,856	4,968	24.2	110	8,444	7,143	31.6	98	7,612	6,256
5	Chicago Hts	Griffith	6.9	46	3,532	2,532	2.1	87	7,270	4,597	25.2	108	8,279	7,088	34.2	94	7,254	6,012
4	Griffith	Van Loon	7.1	45	3,446	2,469	0.5	114	9,528	6,025	21.0	112	8,595	7,078	28.6	95	7,336	5,915
3	Van Loon	Ivanhoe	9.1	54	4,043	2,977	0.5	114	9,528	6,025	20.0	110	8,369	7,050	29.7	93	7,057	5,777
2	Ivanhoe	Cavanaugh	9.2	53	3,992	2,940	0.5	114	9,528	6,025	20.0	110	8,369	7,050	29.8	93	7,033	5,758
1	Cavanaugh	Gary	11.2	46	3,477	2,535	0.5	114	9,528	6,025	20.0	110	8,369	7,050	31.8	88	6,659	5,437

Overall Average	47	3,761	2,590	94	7,285	4,976	122	8,941	7,623	104	7,686	6,321
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Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
3419	1750	1962		1
AC4400	4400	1969	1997	2
AC4400	4400	1973	1990	1
AC4400	4400	1999		10
AC4400CW	3000	1999		1
AC4400CW	4000	1999		1
AC4400CW	4390	2004		2
AC4400CW	4400	1997		1
AC4400CW	4400	1998		2
AC4400CW	4400	1999		2
AC4400CW	4400	2003		20
AC4400CW	4400	2004		27
AC4400EV	4400	2003		3
AC4400EV	4400	2004		18
B237	2250	1984		3
B3908	3900	1988		10
B408	4000	1987		6
B408	4000	1988		44
B408	4000	1989		47
B408	4000	2000		1
B408W	4000	1990		61
B408W	4000	1992		41
C398	3900	1984		2
C398	3900	1985		27
C398	3900	1986		22
C398	3900	1987		23
C408	4000	1987		37
C408	4000	1988		219
C408	4000	1989		103
C408	4000	1990		21
C408M	4000	1990		640
C408M	4000	1992		597
C408W	4000	1989		3
C408W	4000	1990		27
C408W	4000	1994		340
C408W	4135	1992		38
C408W	4135	1993		46
C418	4135	1991		17
C418W	4135	1990		48
C418W	4135	1991		28
C418W	4135	1993		57
C449	4380	1994		69
C449W	4380	1993		40
C449W	4380	1994		135
C449W	4400	1994		511
C449W	4400	1996		90
C449W	4400	1997		1718
C449W	4400	1998		347
C449W	4400	1999		234
C449W	4400	2000		1232
C449W	4400	2001		46
C449W	4400	2002		714
C449W	4400	2002	2005	19

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
C449W	4400	2003		81
C449W	4400	2004		2063
C44AC	3800	1995		25
C44AC	3800	2000		1
C44AC	4390	1994		17
C44AC	4390	1995		156
C44AC	4390	1996		108
C44AC	4390	1997		52
C44AC	4390	1998		31
C44AC	4390	1999		122
C44AC	4390	2000		55
C44ACC	4390	2001		11
C44ACCTE	3000	2004		4
C44ACCTE	4390	1997		29
C44ACCTE	4390	2001		5
C44ACCTE	4390	2002		38
C44ACCTE	4390	2003		27
C44ACCTE	4390	2004		105
C45ACCTE	3000	2008		15
C45ACCTE	4400	2004		24
C45ACCTE	4400	2005		94
C45ACCTE	4400	2006		31
CW408	4000	1990		11
CW408	4000	1991		37
CW408	4000	1992		54
CW408	4000	1993		29
CW408	4000	1994		22
CW449	4380	1993		13
CW449	4380	1994		16
CW449	4400	1994		8
CW44AC	4400	1994		1
CW44AC	4400	1995		5
CW44AC	4400	1996		20
CW44AC	4400	1998		12
CW44AC	4400	1999		10
CW44AC	4400	2000		2
CW44AH	4400	2002		3
CW60AC	6000	1999		8
D840C	4000	1989		7
D840C	4000	1990		8
D840C	4000	1992		29
D840CW	4000	1990		17
D840CW	4000	1991		37
D840CW	4000	1993		59
D840CW	4000	1994		37
D940C	4000	1995		113
D940CW	4000	1996		152
D940CW	4000	1997		178
D940CW	4000	1998		68
D940CW	4000	1999		219
D940CW	4000	2001		115
D940CW	4000	2002		52
D940CW	4000	2003		66

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
D940CW	4000	2004		142
D940CW	4000	2005		5
DS90MAC	4300	1999		2
ED44DC	4390	2006		8
EMD	1800	1960		1
ES40DC	4000	2004		2
ES40DC	4000	2005		11
ES40DC	4000	2006		34
ES44AC	1750	2007		4
ES44AC	4360	2005		7
ES44AC	4400	2005		31
ES44AC	4400	2006		56
ES44AH	4000	2007		4
ES44AH	4300	2007		16
ES44DC	4300	2005		5
ES44DC	4390	2006		112
ES44DC	4400	2005		142
ES44DC	4400	2006		11
F59PHI	3499	1901		3
GMD	1200	1960		1
GMD1	1200	1988		1
GMD1	1200	1989		2
GP25	2500	1985		3
GP30	2500	1962	1982	3
GP30	2500	1963	1983	3
GP30	2500	1963	1984	8
GP35	2500	1965	1984	2
GP382	2000	1901		12
GP382	2000	1966		5
GP382	2000	1970	2000	4
GP382	2000	1970	2006	5
GP382	2000	1972		374
GP382	2000	1973		6
GP382	2000	1974		106
GP382	2000	1975		28
GP382	2000	1977		32
GP382	2000	1978		126
GP382	2000	1980		19
GP382	2000	1981		55
GP38DC	2000	1901		1
GP392	2300	1981		2
GP392	2300	1989		8
GP40	3000	1967		22
GP40	3000	1970		289
GP402	3000	1901		1
GP402	3000	1968		20
GP402	3000	1970		1
GP402	3000	1972		61
GP402	3000	1974		320
GP402	3000	1975		258
GP402	3000	1979		4
GP40M	3000	1988		2
GP40R	3000	1987		162

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
GP40M3	3000	1901		6
GP50	3500	1981		2
GP50	3600	1981		1
GP60	3800	1988		2
GP60	3800	1989		13
GP60	3800	1991		4
GP60	3800	1993		1
GP60B	3800	1991		29
GP60M	3800	1990		41
GP9	1750	1901		1
GP9	1750	1956		2
GP9RM	1750	1989		227
GP9RM	1800	1984		27
GP9RM	1800	1985		3
GP9RM	1800	1986		1
GP9RM	1800	1987		2
GP9RM	1800	1988		4
GP9RM	1800	1989		2
GP9RM	1800	1990		8
GP9RM	1800	1991		7
GP9RM	1800	1992		2
GP9RM	1800	1993		2
GP9RM	1800	1995		1
NO INFO	3000	1973	2000	21
NO INFO	3000	1978		1
NO INFO	3000	1979		2
NO INFO	3000	1985		2
NO INFO	3900	1987		1
NO INFO	3900	1988		1
NO INFO	4000	1990		1
NO INFO	4300	2005		73
NO INFO	4300	2006		12
RSD402	3000	1901		3
RSD4025	3000	1901		1
RSD402B	3000	1901		6
RSD402T	3000	1901		9
RSD402T	3000	1978		1
RSD452T	3200	1901		4
RSD60	3800	1986		2
SD38	3000	1972		5
SD38AC	2000	1971		1
SD38AC	3000	1972		17
SD39	2300	1966	1981	5
SD39	3000	1966	1980	6
SD39AC	3000	1973		15
SD40	2300	1966	1981	2
SD40	3000	1901		394
SD40	3000	1964		51
SD40	3000	1966		568
SD40	3000	1967		206
SD40	3000	1969		469
SD40	3000	1971		7
SD40	3000	1972		2

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
SD40	3000	1973	2000	810
SD40	3000	1975		68
SD40	3000	1976		77
SD40	3000	1979		33
SD402	2300	1979		2
SD402	3000	1901		383
SD402	3000	1966		11
SD402	3000	1966	1989	5
SD402	3000	1966	1990	7
SD402	3000	1966	1993	1
SD402	3000	1966	1994	7
SD402	3000	1966	2001	2
SD402	3000	1967		1
SD402	3000	1967	1989	11
SD402	3000	1967	2000	21
SD402	3000	1968	1993	4
SD402	3000	1969	1990	2
SD402	3000	1969	1998	1
SD402	3000	1969	2001	6
SD402	3000	1970		6
SD402	3000	1970	1990	2
SD402	3000	1970	1993	1
SD402	3000	1971		6
SD402	3000	1971	1990	3
SD402	3000	1971	1999	2
SD402	3000	1971	2001	2
SD402	3000	1972		26
SD402	3000	1973		348
SD402	3000	1973	1999	12
SD402	3000	1974		55
SD402	3000	1975		729
SD402	3000	1976		1411
SD402	3000	1977		140
SD402	3000	1977	1988	16
SD402	3000	1978		379
SD402	3000	1979		428
SD402	3000	1979	1990	8
SD402	3000	1979	1997	1
SD402	3000	1980		598
SD402	3000	1981		38
SD402	3000	1983		4
SD402	3000	1987	1998	3
SD402	3000	1988	1998	1
SD402	3000	2002		22
SD402	3600	1969		2
SD402	4000	1901		3
SD402	4000	1992		1
SD402F	3000	1988		1
SD402M	3000	1967		2
SD402M	3000	1968		4
SD402M	3000	1969		10
SD402M	3000	1970		5
SD402M	3000	1980		2

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
SD402M	3600	1901		1
SD402R	3000	1972		17
SD402R	3000	1972	1993	3
SD402R	3000	1972	1995	1
SD402R	3000	1973		6
SD402R	3000	1973	1994	3
SD402R	3000	1974		19
SD402R	3000	1974	1994	1
SD402R	3000	1975		11
SD402R	3000	1976		5
SD402R	3000	1976	1998	1
SD402R	3000	1977		10
SD402R	3000	1978		6
SD402R	3000	1978	1998	9
SD402R	3000	1979		11
SD402R	3000	1979	1997	2
SD402R	3000	1979	1999	2
SD402R	3000	1980		12
SD402R	3000	1980	1999	1
SD402T	3000	1901		8
SD402T	3000	1973		7
SD402T	3000	1975		1
SD402T	3000	1978		2
SD402T	3000	1979		7
SD402T	3000	1980		8
SD402TM	3000	1901		6
SD402TM	3000	1973		1
SD402TR	3000	1974		3
SD402TR	3000	1975		3
SD402TR	3000	1979		15
SD402TR	3000	1980		4
SD403	3000	1966	1996	1
SD403	3000	1966	1997	6
SD403	3000	1970	1997	2
SD403	3000	1975		891
SD403	3000	1975	1997	50
SD403	3000	1992		33
SD403	3000	1995		159
SD403	3000	1999		687
SD403	3600	1975	1997	172
SD40T2	3000	1901		26
SD40T2	3000	2000		2
SD45	3600	1901		4
SD45	3600	1966		23
SD45	3600	1970		6
SD45	3600	1971		2
SD452	2999	1972	1986	3
SD452	2999	1973	1986	5
SD452	3600	1901		2
SD452	3600	1969	1985	5
SD452	3600	1972	1986	4
SD452	3600	1973		13
SD45R	3600	1966		31

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
SD45R	3600	1967		51
SD45R	3600	1971		97
SD50	3500	1984		13
SD50	3500	1985		4
SD50	3600	1901		7
SD50	3600	1984		2
SD50	3600	1985		4
SD50	3600	1986		2
SD502	3000	1983		1
SD502	3000	1984		5
SD502	3000	1985		8
SD502	3500	1983		15
SD502	3500	1984		27
SD502	3500	1985		7
SD50F	3600	1985		603
SD50F	3600	1987		225
SD50M	3500	1984		1
SD50M	3500	1985		5
SD60	3000	1985		1
SD60	3800	1901		27
SD60	3800	1985		167
SD60	3800	1986		112
SD60	3800	1986	1996	2
SD60	3800	1987		10
SD60	3800	1988		52
SD60	3800	1989		8
SD60	3800	1990		29
SD60	3800	1991		6
SD60F	3800	1989		1083
SD60I	3800	1995		36
SD60M	3800	1989		54
SD60M	3800	1990		33
SD60M	3800	1991		7
SD60M	3800	1992		37
SD60M	3800	1993		53
SD60M	4300	1992		1
SD60I	3800	1994		6
SD60I	3800	1995		33
SD70	4000	1993		26
SD70	4000	1994		24
SD70	4000	1995		473
SD70	4000	1998		18
SD70	4000	1999		493
SD70AC	4300	2003		19
SD70ACE	3000	2007		7
SD70ACE	4000	2006		2
SD70ACE	4300	2004		21
SD70ACE	4300	2005		59
SD70ACE	4300	2006		42
SD70ACE	4490	2005		1
SD70I	4000	1995		578
SD70M	4000	1901		4
SD70M	4000	1994		22

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
SD70M	4000	2000		268
SD70M	4000	2001		387
SD70M	4000	2002		456
SD70M	4000	2003		22
SD70M	4000	2004		207
SD70M	4020	2002		3
SD70M	4029	2000		5
SD70M	4030	2000		8
SD70M	4032	2000		5
SD70M	4033	2000		2
SD70M	4034	2000		5
SD70M	4034	2001		2
SD70M	4035	2000		2
SD70M	4035	2002		1
SD70M	4036	2000		1
SD70M	4038	2000		3
SD70M	4108	2000		2
SD70M	4158	2001		2
SD70M	4300	2004		4
SD70M04	4000	2004		21
SD70M04	4000	2005		10
SD70M2	4000	2005		32
SD70M2	4000	2006		44
SD70M2	4300	2004		4
SD70M2	4300	2005		7
SD70MAC	4000	1993		8
SD70MAC	4000	1994		83
SD70MAC	4000	1995		71
SD70MAC	4000	1996		12
SD70MAC	4000	1997		35
SD70MAC	4000	1998		59
SD70MAC	4000	1999		69
SD70MAC	4000	2000		21
SD75I	4300	1996		2347
SD75I	4300	1997		838
SD75I	4300	1999		830
SD75M	4300	1995		27
SD75M	4300	1996		4
SD75M	4300	1997		13
SD80AC	3000	1996		1
SD9043	4297	1997		5
SD9043	4298	1997		2
SD9043	4300	1995		30
SD9043	4300	1996		20
SD9043	4300	1997		49
SD9043	4300	1998		66
SD90AC	6000	1998		4
SD90MAC	4300	1999		2
SW1500	1500	1901		1
SW1500	1500	1966		5
SW1500	1500	1968		35
SW1500	1500	1968	2000	1
SW1500	1500	1969		9

Age Distribution of Typical Locomotive Types that Operated on CN within Chicago in 2006

MFG_MODEL	HP	MFG_DT	REBUILD_DT	CountOfLocos
SW7SW9	1200	1978		3

February 15, 2008 - Exhibit C

Exhibit C is a spreadsheet with the calculations by which CN made the fuel efficiency determinations are presented in the “Fuel & Time (CN TPC)” tab. This is a very large spreadsheet and is best viewed electronically.

To view, please go to:

<http://www.stbfinancedocket35087.com/html/inforequest.html>
08feb15exhibits

RAILROAD	RRDIV	RRSUBDIV	STREET	MILEPOST	TRAFICLN	HWYCLASS	AADT	CITYNAM	Roadway Type (Hwy, Art, Loc)	Pre										Post										Number of Trains Per Day			Number of Vehicles Delayed per Day (T ₀)			Average Delay per Vehicle (seconds)			Traffic Level of Service	
										Train Length (ft)	Train Speed (mph)	Blocked Crossing Time for D ₀ (minutes)	Vehicle Rate = S _c (D ₀ / AADT)	Average Delay per Stopped Vehicle = D ₀ (minutes)	Number of Road Lanes (NL)	Average Arrival Rate = S _a (D ₀ / minutes)	Train Length (ft)	Train Speed (mph)	Blocked Crossing Time for D ₀ (minutes)	Vehicle Rate = S _c (D ₀ / AADT)	Average Delay per Stopped Vehicle = D ₀ (minutes)	Number of Road Lanes (NL)	Average Arrival Rate = S _a (D ₀ / minutes)	Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ	Pre	Post	Δ	Pre	Post			
EJE	JOLIET	WESTERN SUB	DIAMOND LAKE RD	005913	2	17	6500	LIBERTYVILLE	1400	2760	26	1.71	900	6500	2	135	1.00	6829	26	3.48	900	6500	2	135	2.05	6	21	15	46	330	284	0.4	6.3	5.8	A	B				
EJE	JOLIET	WESTERN SUB	IL 60&83	005902	2	14	23300	MUNDELEIN	1400	2760	28	1.62	1400	23300	2	485	1.24	6829	28	3.27	1400	23300	2	485	2.50	6	21	15	157	1112	954	0.5	7.2	6.7	A	B				
EJE	JOLIET	WESTERN SUB	GILMER RD	005690	2	16	12700	HAWTHORN WOODS	1400	2760	30	1.55	1400	12700	2	260	0.95	6829	33	2.85	1400	12700	2	265	1.76	6	21	15	82	528	446	0.4	4.4	4.0	A	A				
EJE	JOLIET	WESTERN SUB	OLD MCHEENY RD	005545	4	16	21400	HAWTHORN WOODS	1400	2760	29	1.58	1400	21400	4	223	0.94	6829	32	2.93	1400	21400	4	223	1.74	6	21	15	141	913	772	0.4	4.5	4.1	A	A				
EJE	JOLIET	WESTERN SUB	OAKWOOD ROAD	005473	2	17	4900	LAKE ZURICH	900	2760	27	1.66	900	4900	2	102	0.94	6829	30	3.09	900	4900	2	102	1.74	6	21	15	34	221	187	0.4	4.7	4.3	A	A				
EJE	JOLIET	WESTERN SUB	MAIN ST	005344	2	19	13000	LAKE ZURICH	700	2760	27	1.66	700	13000	2	271	1.36	6829	30	3.09	700	13000	2	271	2.52	6	21	15	90	585	495	0.6	6.8	6.2	A	B				
EJE	JOLIET	WESTERN SUB	OLD RAND ROAD	005327	2	17	7700	LAKE ZURICH	900	2760	28	1.62	900	7700	2	160	0.99	6829	31	3.00	900	7700	2	160	1.83	6	21	15	52	337	285	0.4	4.8	4.4	A	A				
EJE	JOLIET	WESTERN SUB	EL AR	005233	3	16	14300	LAKE ZURICH	1400	2760	33	1.45	1400	14300	3	199	0.85	6829	38	2.66	1400	14300	3	199	1.55	6	21	15	86	554	467	0.3	3.6	3.3	A	A				
EJE	JOLIET	WESTERN SUB	CUBA RD	005156	2	16	8300	BARRINGTON	1400	2760	36	1.37	1400	8300	2	173	0.78	6829	39	2.49	1400	8300	2	173	1.42	6	21	15	47	301	254	0.3	3.1	2.8	A	A				
EJE	JOLIET	WESTERN SUB	LAKE ZURICH RD	005040	2	19	2400	BARRINGTON	700	2760	39	1.30	700	2400	2	50	0.70	6829	41	2.39	700	2400	2	50	1.29	6	21	15	13	84	71	0.2	2.7	2.5	A	A				
EJE	JOLIET	WESTERN SUB	NORTHWEST HWY	005010	4	14	25600	BARRINGTON	1400	2760	38	1.33	1400	25600	4	267	0.82	6829	39	2.49	1400	25600	4	267	1.54	6	21	15	141	930	788	0.3	3.4	3.1	A	A				
EJE	JOLIET	WESTERN SUB	HOUGH ST ILL59&63	004980	2	14	17900	BARRINGTON	1400	2760	37	1.35	1400	17900	2	373	0.92	6829	39	2.49	1400	17900	2	373	1.70	6	21	15	101	650	549	0.3	3.7	3.4	A	A				
EJE	JOLIET	WESTERN SUB	MAIN ST	004930	2	16	10900	BARRINGTON	1400	2760	37	1.35	1400	10900	2	227	0.80	6829	39	2.49	1400	10900	2	227	1.49	6	21	15	61	396	335	0.3	3.2	3.0	A	A				
EJE	JOLIET	WESTERN SUB	OTIS RD	004790	2	19	1400	BARRINGTON	700	2760	34	1.42	700	1400	2	29	0.74	6829	37	2.60	700	1400	2	29	1.36	6	21	15	8	53	45	0.3	3.1	2.8	A	A				
EJE	JOLIET	WESTERN SUB	PENNY RD	004447	2	17	3700	BARRINGTON	900	2760	34	1.42	900	3700	2	77	0.78	6829	37	2.60	900	3700	2	77	1.42	6	21	15	22	140	118	0.3	3.2	3.0	A	A				
EJE	JOLIET	WESTERN SUB	SUTTON ROAD	004400	2	19	1600	BARRINGTON	700	2760	34	1.42	700	1600	2	33	0.75	6829	37	2.60	700	1600	2	33	1.36	6	21	15	9	9	9	0.1	3.1	2.8	A	A				
EJE	JOLIET	WESTERN SUB	SHOE FACTORY RD	004190	2	16	7700	HOFFMAN ESTATES	1400	2760	33	1.45	1400	7700	2	160	0.82	6829	37	2.60	1400	7700	2	160	1.47	6	21	15	47	292	245	0.3	3.3	3.0	A	A				
EJE	JOLIET	WESTERN SUB	SPAULDING RD	003760	2	19	1200	ELGIN	700	2760	40	1.28	700	1200	2	25	0.67	6829	43	2.30	700	1200	2	25	1.20	6	21	15	6	40	34	0.2	2.4	2.2	A	A				
EJE	JOLIET	WESTERN SUB	WEST BARTLETT RD	003695	2	16	14400	ELGIN	1400	3042	40	1.36	1400	14400	2	300	0.87	6714	43	2.27	1400	14400	2	300	1.45	6	23	17	82	523	441	0.3	3.2	2.9	A	A				
EJE	JOLIET	WESTERN SUB	STEARNS RD	003588	4	14	9200	BARTLETT	1400	3042	38	1.41	1400	9200	4	96	0.76	6714	41	2.36	1400	9200	4	96	1.27	6	23	17	54	347	293	0.3	2.9	2.6	A	A				
EJE	JOLIET	WESTERN SUB	ARMY TRAIL RD	003390	2	16	5500	WAYNE	1400	2246	36	1.21	1400	5500	2	115	0.66	6843	40	2.44	1400	5500	2	115	1.33	5	24	19	23	224	201	0.2	3.3	3.1	A	A				
EJE	JOLIET	WESTERN SUB	SMITH RD	003294	2	17	5300	WEST CHICAGO	900	2246	35	1.23	900	5300	2	110	0.70	6843	40	2.44	900	5300	2	110	1.39	5	24	19	23	216	193	0.2	3.4	3.2	A	A				
EJE	JOLIET	WESTERN SUB	HAWTHORNE LA	003024	2	17	14900	WEST CHICAGO	900	2246	29	1.28	900	14900	2	310	1.05	6843	33	2.86	900	14900	2	310	2.18	5	24	19	71	709	638	0.3	6.2	5.9	A	B				
EJE	JOLIET	WESTERN SUB	AURORA ST	002887	2	19	159	WEST CHICAGO	700	3769	22	2.45	700	159	2	3	1.23	6494	26	3.34	700	159	2	3	1.68	11	32	21	3	12	9	1.4	7.5	6.1	A	B				
EJE	JOLIET	WESTERN SUB	CHURCH ST	002877	2	19	659	WEST CHICAGO	700	3769	22	2.45	700	659	2	14	1.25	6494	25	3.45	700	659	2	14	1.76	11	32	21	12	51	38	1.4	8.1	6.7	A	B				
EJE	JOLIET	WESTERN SUB	ANN ST	002850	2	16	699	WEST CHICAGO	700	3769	22	2.45	700	699	2	14	1.25	6494	25	3.45	700	699	2	14	1.76	11	32	21	12	51	38	1.4	8.1	6.7	A	B				
EJE	JOLIET	WESTERN SUB	WASHINGTON ST	002839	2	16	900	WEST CHICAGO	1400	3769	21	2.54	1400	900	2	188	1.47	6494	23	3.71	1400	900	2	188	2.14	11	32	21	175	742	567	1.7	10.6	8.9	A	C				
EJE	JOLIET	WESTERN SUB	BATAVIA ROAD	002563	2	19	3056	WARRENVILLE	700	3769	35	1.72	700	3056	2	64	0.95	6494	40	2.34	700	3056	2	64	1.29	11	32	21	40	159	119	0.7	4.0	3.3	A	A				
EJE	JOLIET	WESTERN SUB	DIEHL RD	002280	2	17	14500	WARRENVILLE	900	3769	33	1.80	900	14500	2	302	1.35	6494	38	2.44	900	14500	2	302	1.84	11	32	21	199	787	649	1.1	6.0	4.9	A	B				
EJE	JOLIET	WESTERN SUB	LIBERTY STREET	002063	2	17	15400	AURORA	900	3881	25	2.26	900	15400	2	321	1.78	6203	30	2.85	900	15400	2	321	2.21	16	40	24	387	1219	833	2.7	10.5	7.8	A	C				
EJE	JOLIET	WESTERN SUB	OGDEN AVE U.S.34	001905	4	14	34100	AURORA	1400	3881	32	1.88	1400	34100	4	355	1.26	6203	39	2.31	1400	34100	4	355	1.55	16	40	24	712	2186	1474	1.6	5.9	4.4	A	B				
EJE	JOLIET	WESTERN SUB	MONTGOMERY RD	001818	2	19	1900	AURORA	700	3881	32	1.88	700	1900	2	408	2.25	6203	38	2.35	700	1900	2	408	2.83	16	40	24	409	1282	873	2.8	11.1	8.3	A	C				
EJE	JOLIET	WESTERN SUB	87TH ST	001770	2	17	1450	AURORA	900	3881	32	1.88	900	1450	2	30	0.97	6203	38	2.35	900	1450	2	30	1.22	16	40	24	30	182	166	1.2	4.8	3.6	A	A				
EJE	JOLIET	WESTERN SUB	HAFENRICHTER ROAD	001708	2	17	4700	PLAINFIELD	700	3881	32	1.88	700	4700	2	98	1.09	6203	38	2.35	700	4700	2	98	1.37	16	40	24	98	307	209	1.4	5.4	4.0	A	B				
EJE	JOLIET	WESTERN SUB	WOLF'S CROSSING	001620	2	16	9500	PLAINFIELD	1400	3881	31	1.92	1400	9500</																										

EJE	JOLIET	EASTERN SUB	LAKE ST	003677	2	19	250	GRIFFITH	700	2717	26	1.69	700	250	2	5	0.85	5915	27	2.99	700	250	2	5	1.51	8	29	21	2	15	13	0.5	5.4	5.0	A	B
EJE	JOLIET	EASTERN SUB	MILLER ST	003689	2	19	750	GRIFFITH	700	2717	28	1.60	700	750	2	16	0.82	5915	29	2.82	700	750	2	16	1.44	8	29	21	7	43	36	0.4	4.9	4.5	A	A
EJE	JOLIET	EASTERN SUB	ELM ST	003702	2	17	750	GRIFFITH	900	2717	29	1.56	900	750	2	16	0.80	5915	31	2.67	900	750	2	16	1.36	8	29	21	7	40	34	0.4	4.4	4.0	A	A
EJE	JOLIET	EASTERN SUB	45TH AVE	003752	4	16	3500	GRIFFITH	1400	2717	31	1.50	1400	3500	4	36	0.77	5915	34	2.48	1400	3500	4	36	1.27	8	29	21	29	175	146	0.4	3.8	3.4	A	A
EJE	JOLIET	EASTERN SUB	40TH PLACE	003811	2	19	250	GRIFFITH	700	2717	32	1.46	700	250	2	5	0.74	5915	35	2.42	700	250	2	5	1.22	8	29	21	2	12	10	0.4	3.6	3.2	A	A
EJE	JOLIET	EASTERN SUB	25TH AVE	004003	2	17	750	GARY	900	3144	34	1.55	900	750	2	16	0.79	5777	37	2.27	900	750	2	16	1.16	10	30	20	8	36	27	0.5	3.3	2.8	A	A
EJE	JOLIET	EASTERN SUB	15TH AVE	004103	2	16	3500	GARY	1400	3144	34	1.55	1400	3500	2	73	0.82	5777	37	2.27	1400	3500	2	73	1.29	10	30	20	38	166	128	0.5	3.4	2.9	A	A
EJE	JOLIET	EASTERN SUB	9TH AVE	004152	2	17	750	GARY	900	3144	35	1.52	900	750	2	16	0.77	5777	38	2.23	900	750	2	16	1.13	10	30	20	8	35	27	0.5	3.2	2.7	A	A
EJE	JOLIET	EASTERN SUB	5TH AVE	004197	4	14	17740	GARY	1400	3108	35	1.51	1400	17740	4	185	0.87	5758	37	2.27	1400	17740	4	185	1.31	10	30	20	186	838	652	0.5	3.7	3.2	A	A

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19 700 Loc

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

February 26, 2008

BY E-MAIL (rutsonv@stb.dot.gov)
AND FIRST CLASS MAIL

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 my letter to you of February 15, 2008, I supplemented my previous responses to information requests made in your letter of December 18, 2007, to Normand Pellerin of Canadian National Railway Company (together with its rail carrier subsidiaries, "CN"), in connection with the above-referenced proceeding. John Morton of HDR Engineering, Inc. (the third-party consultant working under direction of the Section of Environmental Analysis ("SEA") to prepare the environmental impact statement in this proceeding) has asked whether any of the information or materials transmitted in or with that letter are confidential and therefore should not be posted on the Environmental Correspondence page of the Surface Transportation Board ("STB") website.

In response to Mr. Morton's question, we have checked with CN, which has requested confidential treatment of one of the items provided with my February 15 letter.

CN advises us that the design plans for a new gate at Markham Intermodal Terminal, provided as Exhibit D to my February 15 letter, should be treated as confidential because those plans have not yet been reviewed or approved by senior management. We are advised that that review should take place in the next two to three weeks, at which time they may be approved in their present state, modified, or disapproved. If they are approved, CN would have no objection to public disclosure of the plans as approved.

Accordingly, we would respectfully request that, until those plans are approved by senior management, they be handled as CONFIDENTIAL for purposes of the Protective Order issued in this proceeding (Decision No. 1, served Oct. 22, 2007). We will promptly notify

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Attorneys at Law

Ms. Victoria J. Rutson, Chief
February 26, 2008
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you when the plans have been reviewed by CN senior management and whether they have been approved, so that any restrictions on access might be lifted at that time.

Very truly yours,

A handwritten signature in black ink, appearing to read "Paul A. Cunningham", written over the closing "Very truly yours,".

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

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

HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

February 29, 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:

This letter is a further supplement to my letters to you of January 28, 2008, February 12, 2008, and February 15, 2008, in which I responded on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to requests you had made, in your letter of December 18, 2007, to Normand Pellerin of CN, in connection with the environmental review of the Transaction proposed in the above-referenced proceeding.

In this letter, I am providing information responsive to the following requests that remain outstanding:

8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.

In my letter of February 15, 2008, I provided information about typical CN, EJ&E, and other (*i.e.*, haulage and trackage rights trains of other railroads) trains, both currently operating on the EJ&E line and expected to operate on that line after the Transaction. Exhibit A to this letter (contained on the enclosed compact disc) is an Excel file (Train Stats on CN for SEA.xls), the first tab of which (Typical Train Data with Locos) presents information (including number of cars, gross tonnage, and train length), broken down by rail segment, for typical CN trains operating on CN lines and those of other railroads within the EJ&E arc, both at present and after implementation of the proposed CN/EJ&EW Transaction. (The other tabs in the file provide back-up data supporting the results presented in the first tab.) This file does not include information about non-CN trains; we could not easily obtain this

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information for the non-CN rail segments, and it would have been confusing and misleading to include it for some segments but not others.

I would note that the information about train numbers on CN segments 19 (Madison Street to Forest Park) and 20 (Forest Park to B12) differs slightly from that presented in Attachment A.1 to the Operating Plan (as corrected in CN-14, filed January 4, 2008). The information reported on Attachment A.1 was based on the assumption that, just as southbound CN trains moving on the Waukesha Subdivision would proceed through Schiller Park and B12 and on through Forest Park and onto CSXT's line at Madison Street, so all northbound CN trains moving to the Waukesha Subdivision would move over the same route, but in the opposite direction. We have since determined that, in fact, northbound trains would move north on BRC from 14th Street to Cragin, then on CPRS from Cragin to CN's line at B12. Traffic from those northbound trains therefore should not have been included in the traffic reported by Attachment A.1 as moving on CN's line between B12 and Madison Street.

CN determined that a typical trains, both before and after implementation of the Transaction, would be operated with two locomotives (one SD-40 (C-449) (3,000 hp) and one Dash 9 (C449) (4,400 hp); that consist was assumed for each CN train described on the "Typical_Train_Data_with_Locos" tab.

The age distribution of CN locomotives used on lines within the EJ&E are is the same as set forth on the "CN" tab to Exhibit B to my letter of February 15, 2008 (Exhibit B- Locomotive Age Distribution.xls).

The speed of typical trains operating on rail lines used by CN line will vary from location to location on those lines. CN is still working to determine the speed of its trains on the various segments within the EJ&E arc, using its Train Performance Calculator ("TPC") to model the performance of its typical trains over the various routes CN uses within the EJ&E arc, just as CN did for trains operating on the EJ&E line itself. We will provide that information as soon as it becomes available and is verified.

19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.

CN's calculations of fuel efficiency for trains operating on lines within the CN arc are dependent on the results of the TPC model runs described in my response to item no. 8 above. As with the train speed information described in the response to item no. 8, we will provide the fuel efficiency information for trains operating within the arc as soon as it is available and has been verified.

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Attorneys at Law

Ms. Victoria J. Rutson, Chief

February 29, 2008

Page 3

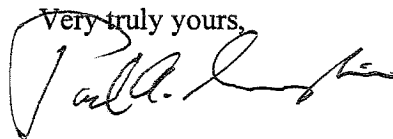
26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

CN's calculations of vehicular delay at grade crossings within the EJ&E arc are dependent on the results of the TPC model runs described in my response to item no. 8 above. When those results are available and have been verified, they will be provided to Parsons Transportation Group, which will use them to calculate information on grade crossing delay within the arc, and we will promptly report the results of those calculations. Parsons will then use information about vehicular delays to calculate net reductions of fuel consumption and related emissions from vehicles delayed at affected grade crossings throughout the affected area, and CN will provide that information promptly to SEA.

* * * * *

Please let me know if there is any further information SEA needs to complete its environmental review.

Very truly yours,



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

Enclosure (on CD)

cc: John H. Morton
Normand Pellerin

Data for Typical Trains on EJ&E Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Pre-Transaction

Road	Segment	From Station	To Station	CN Trains			
				Trains/Day	Cars	Tons	Feet
BRC	1	Rockwell St	Hayford	2.2	104	9,011	5,938
BRC	2	Hayford	Clearing East	5.6	85	7,412	5,316
BRC	3	Clearing East	55th St	5.6	85	7,419	5,321
BRC	4	55th St	Lemoyne	10.1	111	9,036	6,817
BRC	5	Lemoyne	Hawthorne Crossing	10.1	93	7,683	5,754
BRC	6	Hawthorne Crossing	Cicero	8.1	93	7,620	5,664
BRC	7	Cicero	14th St	7.1	96	7,840	5,794
BRC	8	14th St	Cragin	3.6	91	5,489	5,510
BRC	9	Clearing West	55th St	4.5	142	11,084	8,712
CN	1	Matteson	Markham	12.6	92	7,624	6,531
CN	2	Markham	Harvey	21.1	88	6,806	6,012
CN	3	Harvey	Riverdale	8.4	81	6,561	4,911
CN	4	Riverdale	Wildwood	8.4	68	5,698	4,102
CN	5	Wildwood	Kensington	8.4	68	5,700	4,104
CN	6	Kensington	94th St	8.4	61	5,304	3,664
CN	7	94th St	67th St	6.4	77	6,584	4,581
CN	8	67th St	16th St	6.4	77	6,584	4,581
CN	9	16th St	Bridgeport	4.6	72	6,241	4,410
CN	10	Bridgeport	Belt Crossing	2.5	87	7,212	5,224
CN	11	Belt Crossing	Hawthorne	4.5	83	6,967	5,163
CN	12	Hawthorne	Broadview	4.4	109	8,853	6,690
CN	13	Broadview	Munger	3.0	112	9,477	6,755
CN	14	Bridgeport	Lemoyne	2.1	100	7,950	5,990
CN	15	Lemoyne	Glenn Yard	2.1	163	12,910	9,704
CN	16	Glenn Yard	Argo	5.8	85	7,276	5,120
CN	17	Argo	Lemont	1.8	105	8,672	6,103
CN	18	Lemont	Joliet	1.8	77	6,471	4,659
CN	19	Madison St	Forest Park	3.5	101	10,337	6,118
CN	20	Forest Park	B12	3.5	101	10,313	6,104
CN	21	B12	Schiller Park	19.3	101	7,498	6,388
CN	22	Schiller Park	Leithton	19.1	102	7,643	6,468
CN	23	Griffith	Thornton Jct	22.1	83	6,701	6,081
CN	24	Thornton Jct	CN Jct	19.5	83	6,793	5,927
CN	25	CN Jct	Blue Island	14.9	111	8,035	7,256
CN	26	Blue Island	Hayford	3.4	66	5,695	4,365
CPRS	1	Cragin	B12	3.6	91	5,493	5,514
CSXT	1	46th St	Madison St	3.3	108	10,960	6,493
IHB	1	Dolton	Gibson	1.6	69	5,511	6,460
IHB	2	Blue Island	Ridge	9.6	137	9,514	8,893
IHB	3	Ridge	CP Canal	9.6	137	9,514	8,893
IHB	4	CP Canal	Broadview	10.2	119	8,093	7,676
IHB	5	Broadview	CP Hill	11.6	116	8,017	7,528
IHB	6	CP Hill	Norpaul	12.1	108	7,527	6,965
IHB	7	Norpaul	B12	12.1	110	7,730	7,113
UP	1	Thornton Jct	Yard Center	2.6	79	6,002	7,242
UP	2	Yard Center	Dolton	1.6	69	5,511	6,460

Typical Train	99	7,639	6,423
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Post-Transaction

Road	Segment	From Station	To Station	CN Trains			
				Trains/Day	Cars	Tons	Feet
BRC	1	Rockwell St	Hayford	0.0	0	0	0
BRC	2	Hayford	Clearing East	0.0	0	0	0
BRC	3	Clearing East	55th St	0.0	0	0	0
BRC	4	55th St	Lemoyne	2.0	39	3,172	2,380
BRC	5	Lemoyne	Hawthorne Crossing	0.0	0	0	0
BRC	6	Hawthorne Crossing	Cicero	0.0	0	0	0
BRC	7	Cicero	14th St	0.0	0	0	0
BRC	8	14th St	Cragin	0.0	0	0	0
BRC	9	Clearing West	55th St	2.0	39	3,172	2,380
CN	1	Matteson	Markham	10.0	80	5,755	6,860
CN	2	Markham	Harvey	2.0	6	927	540
CN	3	Harvey	Riverdale	2.0	6	927	540
CN	4	Riverdale	Wildwood	2.0	6	927	540
CN	5	Wildwood	Kensington	2.0	6	927	540
CN	6	Kensington	94th St	2.0	6	927	540
CN	7	94th St	67th St	0.0	0	0	0
CN	8	67th St	16th St	0.0	0	0	0
CN	9	16th St	Bridgeport	0.0	0	0	0
CN	10	Bridgeport	Belt Crossing	0.0	0	0	0
CN	11	Belt Crossing	Hawthorne	0.0	0	0	0
CN	12	Hawthorne	Broadview	1.7	50	4,139	3,061
CN	13	Broadview	Munger	1.7	50	4,139	3,061
CN	14	Bridgeport	Lemoyne	0.0	0	0	0
CN	15	Lemoyne	Glenn Yard	2.0	39	3,172	2,380
CN	16	Glenn Yard	Argo	2.0	81	6,781	4,819
CN	17	Argo	Lemont	2.0	93	7,945	5,457
CN	18	Lemont	Joliet	2.0	105	8,749	6,108
CN	19	Madison St	Forest Park	0.0	0	0	0
CN	20	Forest Park	B12	0.0	0	0	0
CN	21	B12	Schiller Park	2.0	43	3,196	2,645
CN	22	Schiller Park	Leithton	2.0	54	4,424	3,129
CN	23	Griffith	Thornton Jct	2.9	78	6,205	6,489
CN	24	Thornton Jct	CN Jct	1.0	86	6,838	5,711
CN	25	CN Jct	Blue Island	1.0	86	6,838	5,711
CN	26	Blue Island	Hayford	0.0	0	0	0
CPRS	1	Cragin	B12	0.0	0	0	0
CSXT	1	46th St	Madison St	0.0	0	0	0
IHB	1	Dolton	Gibson	1.9	60	4,887	5,687
IHB	2	Blue Island	Ridge	1.0	86	6,838	5,711
IHB	3	Ridge	CP Canal	1.0	86	6,838	5,711
IHB	4	CP Canal	Broadview	1.0	86	6,838	5,711
IHB	5	Broadview	CP Hill	1.0	86	6,838	5,711
IHB	6	CP Hill	Norpaul	2.0	43	3,196	2,645
IHB	7	Norpaul	B12	2.0	43	3,196	2,645
UP	1	Thornton Jct	Yard Center	1.9	73	5,864	6,908
UP	2	Yard Center	Dolton	1.9	60	4,887	5,687

Typical Train	65	5,177	4,672
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Pre-Transaction

Route	Segment Number	From Station	To Station	Miles	Trains/Day	Avg_Cars	Avg_Tons	Avg_Length
BRC	1	Rockwell St	Hayford	1.3	2.2	104	8606	5796.6
BRC	2	Hayford	Clearing East	0.4	5.6	85	7007	5175.5
BRC	3	Clearing East	55th St	2.9	5.6	85	7014	5180.5
BRC	4	55th St	Lemoyne	1.6	10.1	111	8631	6676.1
BRC	5	Lemoyne	Hawthorne Crossing	1	10.1	93	7278	5613.3
BRC	6	Hawthorne Crossing	Cicero	0.3	8.1	93	7215	5523.5
BRC	7	Cicero	14th St	2.2	7.1	96	7435	5653.0
BRC	8	14th St	Cragin	3.2	3.6	91	5084	5369.3
BRC	9	Clearing West	55th St	6.4	4.5	142	10679	8570.9
CN	1	Matteson	Markham	7.9	12.6	92	7219	6389.7
CN	2	Markham	Harvey	1.8	21.1	88	6401	5871.1
CN	3	Harvey	Riverdale	2.1	8.4	81	6156	4769.9
CN	4	Riverdale	Wildwood	2.4	8.4	68	5293	3961.3
CN	5	Wildwood	Kensington	1	8.4	68	5295	3962.6
CN	6	Kensington	94th St	2.8	8.4	61	4899	3523.0
CN	7	94th St	67th St	3.6	6.4	77	6179	4439.5
CN	8	67th St	16th St	6.6	6.4	77	6179	4439.5
CN	9	16th St	Bridgeport	2.3	4.6	72	5836	4268.6
CN	10	Bridgeport	Belt Crossing	3.9	2.5	87	6807	5082.8
CN	11	Belt Crossing	Hawthorne	0.6	4.5	83	6562	5022.1
CN	12	Hawthorne	Broadview	5.8	4.4	109	8448	6548.9
CN	13	Broadview	Munger	21	3.0	112	9072	6614.0
CN	14	Bridgeport	Lemoyne	4.4	2.1	100	7545	5849.3
CN	15	Lemoyne	Glenn Yard	2.5	2.1	163	12505	9563.1
CN	16	Glenn Yard	Argo	2.7	5.8	85	6871	4978.6
CN	17	Argo	Lemont	12.2	1.8	105	8267	5961.7
CN	18	Lemont	Joliet	9.9	1.8	77	6066	4517.7
CN	19	Madison St	Forest Park	0.1	3.5	101	9932	5976.9
CN	20	Forest Park	B12	4.5	3.5	101	9908	5962.8
CN	21	B12	Schiller Park	2.3	19.3	101	7093	6246.9
CN	22	Schiller Park	Leithton	20.1	19.1	102	7238	6327.0
CN	23	Griffith	Thornton Jct	10.9	22.1	83	6296	5939.8
CN	24	Thornton Jct	CN Jct	2	19.5	83	6388	5786.3
CN	25	CN Jct	Blue Island	3.9	14.9	111	7630	7114.7
CN	26	Blue Island	Hayford	7.5	3.4	66	5290	4224.4
CPRS	1	Cragin	B12	6.2	3.6	91	5088	5373.3
CSXT	1	46th St	Madison St	4.5	3.3	108	10555	6351.7
IHB	1	Dolton	Gibson	6.3	1.6	69	5106	6318.8
IHB	2	Blue Island	Ridge	6	9.6	137	9109	8752.0
IHB	3	Ridge	CP Canal	6.4	9.6	137	9109	8752.0
IHB	4	CP Canal	Broadview	6.3	10.2	119	7688	7534.6
IHB	5	Broadview	CP Hill	2.3	11.6	116	7612	7387.4
IHB	6	CP Hill	Norpaul	2.2	12.1	108	7122	6823.8
IHB	7	Norpaul	B12	0.8	12.1	110	7325	6971.8
UP	1	Thornton Jct	Yard Center	1.9	2.6	79	5597	7100.9
UP	2	Yard Center	Dolton	1.4	1.6	69	5106	6318.8

Post-Transaction

Route	Segment Number	From Station	To Station	Miles	Trains/Day	Avg_Cars	Avg_Tons	Avg_Length
BRC	1	Rockwell St	Hayford					
BRC	2	Hayford	Clearing East					
BRC	3	Clearing East	55th St					
BRC	4	55th St	Lemoyne	1.6	2	39.21643836	2766.734247	2239.112329
BRC	5	Lemoyne	Hawthorne Crossing					
BRC	6	Hawthorne Crossing	Cicero					
BRC	7	Cicero	14th St					
BRC	8	14th St	Cragin					
BRC	9	Clearing West	55th St	6.4	2	39.21643836	2766.734247	2239.112329
CN	1	Matteson	Markham	7.9	10	79.78461096	5350.053033	6718.600726
CN	2	Markham	Harvey	1.8	2	6.361643836	522.2931507	399.2863014
CN	3	Harvey	Riverdale	2.1	2	6.361643836	522.2931507	399.2863014
CN	4	Riverdale	Wildwood	2.4	2	6.361643836	522.2931507	399.2863014
CN	5	Wildwood	Kensington	1	2	6.361643836	522.2931507	399.2863014
CN	6	Kensington	94th St	2.8	2	6.361643836	522.2931507	399.2863014
CN	7	94th St	67th St					
CN	8	67th St	16th St					
CN	9	16th St	Bridgeport					
CN	10	Bridgeport	Belt Crossing					
CN	11	Belt Crossing	Hawthorne					
CN	12	Hawthorne	Broadview	5.8	1.714285714	49.81187215	3734.399316	2919.616895
CN	13	Broadview	Munger	21	1.714285714	49.81187215	3734.399316	2919.616895
CN	14	Bridgeport	Lemoyne					
CN	15	Lemoyne	Glenn Yard	2.5	2	39.21643836	2766.734247	2239.112329
CN	16	Glenn Yard	Argo	2.7	2	80.88356164	6376.482192	4678.106849
CN	17	Argo	Lemont	12.2	2	92.97534247	7539.823288	5316.152055
CN	18	Lemont	Joliet	9.9	2	105.3287671	8343.572603	5966.813699
CN	19	Madison St	Forest Park					
CN	20	Forest Park	B12					
CN	21	B12	Schiller Park	2.3	2	43.03287671	2790.821918	2504.10411
CN	22	Schiller Park	Leithton	20.1	2	53.79315068	4019.354795	2988.054795
CN	23	Griffith	Thornton Jct	10.9	2.857142857	77.67219178	5799.644795	6347.981644
CN	24	Thornton Jct	CN Jct	2	1	85.90684932	6432.89863	5569.756164
CN	25	CN Jct	Blue Island	3.9	1	85.90684932	6432.89863	5569.756164
CN	26	Blue Island	Hayford					
CPRS	1	Cragin	B12					
CSXT	1	46th St	Madison St					
IHB	1	Dolton	Gibson	6.3	1.857142857	60.16606955	4481.667018	5546.434141
IHB	2	Blue Island	Ridge	6	1	85.90684932	6432.89863	5569.756164
IHB	3	Ridge	CP Canal	6.4	1	85.90684932	6432.89863	5569.756164
IHB	4	CP Canal	Broadview	6.3	1	85.90684932	6432.89863	5569.756164
IHB	5	Broadview	CP Hill	2.3	1	85.90684932	6432.89863	5569.756164
IHB	6	CP Hill	Norpaul	2.2	2	43.03287671	2790.821918	2504.10411
IHB	7	Norpaul	B12	0.8	2	43.03287671	2790.821918	2504.10411
UP	1	Thornton Jct	Yard Center	1.9	1.857142857	73.23814542	5458.66196	6767.026133
UP	2	Yard Center	Dolton	1.4	1.857142857	60.16606955	4481.667018	5546.434141

Pre-Transaction

Cars_per_Train	Tons_per_Train	Feet_per_Train
98.79237879	7234.040648	6281.634023

Post-Transaction

Cars_per_Train	Tons_per_Train	Feet_per_Train
64.99917153	4771.701292	4530.559696

Road	Loco_Type	Count	Loco_Wt	Loco_Ton	Loco_Lgth	Tot_Tons	Tot_Lgth
EJE-Pre	SD38	2	393000	197	68	393	136
Other	C449	2	420000	210	73	420	146
CN	SD40	1	390000	195	68	195	68
	C449	1	420000	210	73	210	73
	CN Total					405	141
Typical-Pre	SD38	1	393000	197	68	197	68
	C449	1	420000	210	73	210	73
	Typical-Pre Total					407	141
Typical-Post	SD40	1	390000	195	68	195	68
	C449	1	420000	210	73	210	73
	Typical-Post Total					405	141

Data for Typical Trains on CN Rail Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

Pre-Transaction

Road	Segment	From Station	To Station	CN Trains			
				Trains/Day	Cars	Tons	Feet
BRC	1	Rockwell St	Hayford	2.2	104	8,606	5,797
BRC	2	Hayford	Clearing East	5.6	85	7,007	5,175
BRC	3	Clearing East	55th St	5.6	85	7,014	5,180
BRC	4	55th St	Lemoyne	10.1	111	8,631	6,676
BRC	5	Lemoyne	Hawthorne Crossing	10.1	93	7,278	5,613
BRC	6	Hawthorne Crossing	Cicero	8.1	93	7,215	5,523
BRC	7	Cicero	14th St	7.1	96	7,435	5,653
BRC	8	14th St	Cragin	3.6	91	5,084	5,369
BRC	9	Clearing West	55th St	4.5	142	10,679	8,571
CN	1	Matteson	Markham	12.6	92	7,219	6,390
CN	2	Markham	Harvey	21.1	88	6,401	5,871
CN	3	Harvey	Riverdale	8.4	81	6,156	4,770
CN	4	Riverdale	Wildwood	8.4	68	5,293	3,961
CN	5	Wildwood	Kensington	8.4	68	5,295	3,963
CN	6	Kensington	94th St	8.4	61	4,899	3,523
CN	7	94th St	67th St	6.4	77	6,179	4,440
CN	8	67th St	16th St	6.4	77	6,179	4,440
CN	9	16th St	Bridgeport	4.6	72	5,836	4,269
CN	10	Bridgeport	Belt Crossing	2.5	87	6,807	5,083
CN	11	Belt Crossing	Hawthorne	4.5	83	6,562	5,022
CN	12	Hawthorne	Broadview	4.4	109	8,448	6,549
CN	13	Broadview	Munger	3.0	112	9,072	6,614
CN	14	Bridgeport	Lemoyne	2.1	100	7,545	5,849
CN	15	Lemoyne	Glenn Yard	2.1	163	12,505	9,563
CN	16	Glenn Yard	Argo	5.8	85	6,871	4,979
CN	17	Argo	Lemont	1.8	105	8,267	5,962
CN	18	Lemont	Joliet	1.8	77	6,066	4,518
CN	19	Madison St	Forest Park	3.5	101	9,932	5,977
CN	20	Forest Park	B12	3.5	101	9,908	5,963
CN	21	B12	Schiller Park	19.3	101	7,093	6,247
CN	22	Schiller Park	Leithton	19.1	102	7,238	6,327
CN	23	Griffith	Thornton Jct	22.1	83	6,296	5,940
CN	24	Thornton Jct	CN Jct	19.5	83	6,388	5,786
CN	25	CN Jct	Blue Island	14.9	111	7,630	7,115
CN	26	Blue Island	Hayford	3.4	66	5,290	4,224
CPRS	1	Cragin	B12	3.6	91	5,088	5,373
CSXT	1	46th St	Madison St	3.3	108	10,555	6,352
IHB	1	Dolton	Gibson	1.6	69	5,106	6,319
IHB	2	Blue Island	Ridge	9.6	137	9,109	8,752
IHB	3	Ridge	CP Canal	9.6	137	9,109	8,752
IHB	4	CP Canal	Broadview	10.2	119	7,688	7,535
IHB	5	Broadview	CP Hill	11.6	116	7,612	7,387
IHB	6	CP Hill	Norpaul	12.1	108	7,122	6,824
IHB	7	Norpaul	B12	12.1	110	7,325	6,972
UP	1	Thornton Jct	Yard Center	2.6	79	5,597	7,101
UP	2	Yard Center	Dolton	1.6	69	5,106	6,319

Overall Average	99	7,234	6,282
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Post-Transaction

Road	Segment	From Station	To Station	CN Trains			
				Trains/Day	Cars	Tons	Feet
BRC	1	Rockwell St	Hayford	0.0	0	0	0
BRC	2	Hayford	Clearing East	0.0	0	0	0
BRC	3	Clearing East	55th St	0.0	0	0	0
BRC	4	55th St	Lemoyne	2.0	39	2,767	2,239
BRC	5	Lemoyne	Hawthorne Crossing	0.0	0	0	0
BRC	6	Hawthorne Crossing	Cicero	0.0	0	0	0
BRC	7	Cicero	14th St	0.0	0	0	0
BRC	8	14th St	Cragin	0.0	0	0	0
BRC	9	Clearing West	55th St	2.0	39	2,767	2,239
CN	1	Matteson	Markham	10.0	80	5,350	6,719
CN	2	Markham	Harvey	2.0	6	522	399
CN	3	Harvey	Riverdale	2.0	6	522	399
CN	4	Riverdale	Wildwood	2.0	6	522	399
CN	5	Wildwood	Kensington	2.0	6	522	399
CN	6	Kensington	94th St	2.0	6	522	399
CN	7	94th St	67th St	0.0	0	0	0
CN	8	67th St	16th St	0.0	0	0	0
CN	9	16th St	Bridgeport	0.0	0	0	0
CN	10	Bridgeport	Belt Crossing	0.0	0	0	0
CN	11	Belt Crossing	Hawthorne	0.0	0	0	0
CN	12	Hawthorne	Broadview	1.7	50	3,734	2,920
CN	13	Broadview	Munger	1.7	50	3,734	2,920
CN	14	Bridgeport	Lemoyne	0.0	0	0	0
CN	15	Lemoyne	Glenn Yard	2.0	39	2,767	2,239
CN	16	Glenn Yard	Argo	2.0	81	6,376	4,678
CN	17	Argo	Lemont	2.0	93	7,540	5,316
CN	18	Lemont	Joliet	2.0	105	8,344	5,967
CN	19	Madison St	Forest Park	0.0	0	0	0
CN	20	Forest Park	B12	0.0	0	0	0
CN	21	B12	Schiller Park	2.0	43	2,791	2,504
CN	22	Schiller Park	Leithton	2.0	54	4,019	2,988
CN	23	Griffith	Thornton Jct	2.9	78	5,800	6,348
CN	24	Thornton Jct	CN Jct	1.0	86	6,433	5,570
CN	25	CN Jct	Blue Island	1.0	86	6,433	5,570
CN	26	Blue Island	Hayford	0.0	0	0	0
CPRS	1	Cragin	B12	0.0	0	0	0
CSXT	1	46th St	Madison St	0.0	0	0	0
IHB	1	Dolton	Gibson	1.9	60	4,482	5,546
IHB	2	Blue Island	Ridge	1.0	86	6,433	5,570
IHB	3	Ridge	CP Canal	1.0	86	6,433	5,570
IHB	4	CP Canal	Broadview	1.0	86	6,433	5,570
IHB	5	Broadview	CP Hill	1.0	86	6,433	5,570
IHB	6	CP Hill	Norpaul	2.0	43	2,791	2,504
IHB	7	Norpaul	B12	2.0	43	2,791	2,504
UP	1	Thornton Jct	Yard Center	1.9	73	5,459	6,767
UP	2	Yard Center	Dolton	1.9	60	4,482	5,546

Overall Average	65	4,772	4,531
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HARKINS CUNNINGHAM LLP

Attorneys at Law

Paul A. Cunningham
202.973.7601
pac@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202.973.7600
Facsimile 202.973.7610

March 12, 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:

This letter is a further supplement to my letters to you of January 28, 2008, and February 12, 15, and 29, 2008, in which I responded on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to requests you had made, in your letter of December 18, 2007, to Normand Pellerin of CN, in connection with the environmental review of the Transaction proposed in the above-referenced proceeding.

In this letter, I am providing information responsive to the following requests that remain outstanding:

8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.

In my letter of February 15, 2008, I provided information about typical CN, EJ&E, and other (*i.e.*, haulage and trackage rights trains of other railroads) trains, both currently operating on the EJ&E line and expected to operate on that line after the Transaction. In my letter of February 29, 2008, I provided information (including number of cars, gross tonnage, and train length), broken down by rail segment, for typical CN trains operating within the EJ&E arc on its own lines and on those of other railroads, both at present and after implementation of the proposed CN/EJ&EW Transaction.

As I noted in my letter of February 15, 2008, the speed of typical trains operating on the EJ&E line will vary from location to location on the track. Accordingly, using its Train Performance Calculator ("TPC") model, CN has calculated the speed of CN trains at grade

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March 12, 2008
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crossings on the various segments used by CN within the EJ&E arc, just as it did for trains operating on the EJ&E line itself. The results of those calculations are presented on in tab "Crossing Speeds (outer)" on the Excel file, "Exhibit A-Train Speed at Crossings.xls," found on the enclosed CD and constituting Exhibit A to this letter. CN used TPC to calculate the speed of trains operating in both directions of the affected lines, both under a scenario in which the train would operate without any impedances, other than those that would be expected each time a train would operate, and under a scenario in which the train would be impeded at all conflict points (meets and crossing diamonds) throughout its journey. (As when the model was run for trains on the EJ&E line, it was assumed that in case of conflict, the train would move into sidings that would not leave the train blocking any rail-highway at-grade crossing.) The model was thus used to produce an unimpeded and an impeded speed in each direction. CN then averaged the four speeds (impeded and unimpeded in each direction) at each grade crossing to determine the average speed at the crossing. (It was CN's judgment that trains operating on lines within the EJ&E arc are likely to be impeded at conflict points more than half the time, and that averaging the speeds of the unimpeded and impeded trains would therefore be a conservative approach that would tend to overstate the train speeds and thus understate existing grade crossing delays.)

I would like to note that the information reported on Exhibit A regarding traffic on CN segment 20 (Forest Park to B12), both before and after implementation of the Transaction, includes one train per day in each direction that is delivered to or received from CSXT at BRC Clearing Yard. CN believes that, after acquisition of EJ&EW, moving the interchange point to Kirk Yard would make sense from the point of view of rail operations, but because CSXT has not agreed to make that change, CN's Operating Plan reports those two trains a day as continuing to move on segment 20 after implementation of the Transaction. If CN and CSXT were to agree to move their interchange point, however, these two trains would no longer operate on segment 20, but would move on the EJ&EW line around Chicago.

I would also like to note that as CN was preparing the final response to this question, it was discovered that the TPC runs for EJ&E trains, described in my letter to you of February 29, 2008, which were used to calculate the speeds of trains at grade crossings at the EJ&E arc, were in error. Running the TPC model requires the input of various data regarding the track and the train consist. When running the TPC for EJ&E trains, CN inadvertently omitted the tractive effort card for one of the two locomotives that were assumed to be the locomotive consist of a typical EJ&E train. As a result, the trains were modeled with the weight, length, and rolling resistance of two locomotives but with the pulling power of only one, as if the second locomotive had been shut down. As a result, the speeds of EJ&E trains, and thus the average train speeds for all trains at affected crossings, were understated. The corrected train speeds are set forth on the "Crossing Speeds (outer)" tab on Exhibit A-Train Speed at Crossings.xls. (Corrected calculations of vehicular delay at grade crossings on the EJ&E arc, based on the corrected speeds, are set forth on the "EJE Crossings" tab on the Excel file, "CN-EJE Grade Crossing Analysis.xls," found in Exhibit C on the enclosed CD.)

HARKINS CUNNINGHAM LLP

Attorneys at Law

Ms. Victoria J. Rutson, Chief

March 12, 2008

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19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.

Using the TPC calculations described in the response to item no. 8, above, CN has calculated that the fuel efficiency of a typical CN train operating within the EJ&E arc before implementation of the Transaction would be 1,066 gross ton-miles per imperial gallon (or 888 gross ton-miles per U.S. gallon¹) and that the fuel efficiency of a typical CN train operating within the arc after implementation of the Transaction would be 987 gross ton-miles per imperial gallon (or 822 gross ton-miles per U.S. gallon). Those calculations are presented in the Excel file, "Segment_Fuel_Consumption_CN.xls," included in Exhibit B to this letter (which is found on the enclosed CD).

Representatives of HDR Engineering, Inc. ("HDR," the Board's third-party consultant for environmental review of the Transaction) have questioned the calculations of fuel efficiency of trains operating on the EJ&E arc that were reported in my letter to you of February 15, 2008, including Exhibit C thereto. In response to those inquiries, CN has reexamined those calculations and determined that they were in fact incorrect. The corrected calculations are reported on the Excel file "Segment_Fuel_Consumption_EJE.xls," included in Exhibit B on the enclosed CD. The actual fuel efficiency of (1) a typical EJ&E train operating today, as well as that of a typical EJ&E train after implementation of the Transaction, would be 895 gross ton-miles per imperial gallon, or 745 gross ton-miles per U.S. gallon, (2) a typical "Other" (*i.e.*, non-CN haulage or trackage rights) train operating on the EJ&E line, before or after implementation of the Transaction, would be 1,160 gross ton-miles per imperial gallon (966 gross ton-miles per U.S. gallon), (3) a typical CN train presently operating by trackage rights on EJ&E would be 930 gross ton-miles per imperial gallon (774 gross ton-miles per U.S. gallon), and (4) a typical (non-EJ&EW) CN train operating on the EJ&E line after implementation of the Transaction would be 1,259 gross ton-miles per imperial gallon (1,048 gross ton-miles per U.S. gallon). The composite fuel efficiency of trains operating on EJ&E (*i.e.*, the weighted average of CN, EJ&E, and other trains) would be 985 gross ton-miles per imperial gallon (820 gross ton-miles per U.S. gallon) before the Transaction, and 1,199 gross ton-miles per imperial gallon (998 gross ton-miles per U.S. gallon) after implementation of the Transaction. These composite fuel efficiency numbers are reported on the "Segment_Fuel_Consumption_EJE.xls" Excel file in Exhibit B.

The fuel efficiency calculations are summarized on the Excel file, "Segment_Fuel_Consumption_Summary.xls," also found in Exhibit B. In addition, that file reports total fuel consumption per day (in imperial gallons), both before and after implementation of the Transaction, on EJ&E's lines and on those used by CN within the EJ&E arc.

¹ Based on a conversion factor of 1.20094992550486 imperial gallons per U.S. gallon.

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Ms. Victoria J. Rutson, Chief
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Page 4

26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

Parsons Transportation Group ("Parsons"), an environmental consulting firm retained by CN to assist it in evaluating environmental impacts of the Transaction, has calculated vehicular delay at grade crossings within the EJ&E arc before and after implementation of the Transaction. In making these calculations, Parsons used the train speeds reported in the response to item no. 8 above and the typical train information reported in my letter to you of February 29, 2008, and applied the methodologies used by SEA to make its grade-crossing delay analyses Bayport Loop EIS. The results of those calculations are set forth on the "Inside Arc Crossings" tab on the Excel file, "CN-EJE Grade Crossing Analysis.xls," found on Exhibit C on the enclosed CD. (This tab does not include information about non-CN trains. We could not easily obtain this information for the non-CN rail segments, and it would have been confusing and misleading to include it for some segments but not others.) As noted above, Parsons has also recalculated its computations for vehicular delay at grade crossings on the EJ&E arc, reflecting the corrected train speeds reported in the response to item 8 above. Those calculations are found on the "EJE crossings" tab on the "CN-EJE Grade Crossing Analysis.xls" Excel file in Exhibit C.

Please note that the railroads identified on the "Inside Arc Crossings" tab as "GTW," "CC," "IC," and "WC" are individual railroads in CN's corporate family, all of which are referred to simply as "CN" on the train speed table found in Exhibit A. Also, the "Inside Arc Crossings" tab identifies the line between B12 and Cragin as belonging to "NIRC" (for Northeastern Illinois Regional Commuter Rail, or Metra, the commuter operator of the line); on the train speed table in Exhibit A, this segment is identified as belonging to "CPRS" (for Canadian Pacific Railway System, the primary freight operator on the line).

The calculations reported in Exhibit C indicate that the net result of the Transaction would be to reduce total vehicle delay at grade crossings in the Chicago area by 174 hours. Parsons intends to use these to compute net reductions of fuel consumption and related emissions from vehicles delayed at affected grade crossings throughout the affected area. CN will provide that information promptly to SEA once it is available.

* * * * *

If you have any questions regarding any of the responses provided with this letter, please feel free to call me, and I will do whatever I can to provide you with the answers. In addition, we have received your second set of information requests, included with your letter to me of March 7, 2008, and will provide CN's responses to those requests as quickly as possible.

HARKINS CUNNINGHAM LLP

Attorneys at Law

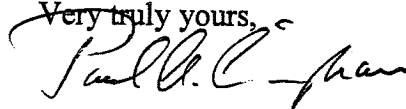
Ms. Victoria J. Rutson, Chief

March 12, 2008

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Please let me know what further assistance we may provide that would help SEA complete its environmental review expeditiously.

Very truly yours,

A handwritten signature in black ink, appearing to read "Paul A. Cunningham", written over the typed name.

Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures (on CD)

cc: John H. Morton
Normand Pellerin

March 12, 2008 - Exhibit A

Exhibit A is a spreadsheet which contains calculations and output from CN's Train Performance Calculator ("TPC") model. CN has calculated the speed of CN trains at grade crossings on the various segments used by CN within the EJ&E arc, just as it did for trains operating on the EJ&E line itself. The results of those calculations are presented on in tab "Crossing Speeds (outer)" on the Excel file. This is a very large spreadsheet and is best viewed electronically.

To view, please go to:

[http://www.stbfinancedocket35087.com/html/inforequest.html
08mar12exhibits/exhibitA](http://www.stbfinancedocket35087.com/html/inforequest.html08mar12exhibits/exhibitA)

***Fuel Consumption Detail for CN and Other Non-EJE Line Segments in United States
Affected by Canadian National/EJ&E West Company Transaction***

Fuel Consumption - Post-Transaction

				Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Fuel Consumption
Road	Segment	From Station	To Station	Forward	Reverse	Forward	Reverse			
BRC	1	Rockwell St	Hayford	1.7	3.3	1.7	3.3	2.5	0.0	0.0
BRC	2	Hayford	Clearing East	1.5	1.1	1.4	1.1	1.3	0.0	0.0
BRC	3	Clearing East	55th St	9.7	13.1	9.8	13.0	11.4	0.0	0.0
BRC	4	55th St	Lemoynes	8.8	5.8	8.8	5.9	7.3	2.0	14.7
BRC	5	Lemoynes	Hawthorne Crossing	1.9	1.4	2.1	1.4	1.7	0.0	0.0
BRC	6	Hawthorne Crossing	Cicero	5.5	0.1	1.6	0.1	1.8	0.0	0.0
BRC	7	Cicero	14th St	9.2	12.4	8.2	11.6	10.4	0.0	0.0
BRC	8	14th St	Cragin	11.7		11.6		11.7	0.0	0.0
BRC	9	Clearing West	55th St	36.5	33.5	28.3	24.4	30.7	2.0	61.4
CN	1	Matteson	Markham	15.5	54.5	16.5	68.9	38.9	10.0	388.5
CN	2	Markham	Harvey	7.1	7.6	15.5	6.9	9.3	2.0	18.6
CN	3	Harvey	Riverdale	7.3	10.7	11.9	14.2	11.0	2.0	22.1
CN	4	Riverdale	Wildwood	8.8	14.5	8.7	21.4	13.4	2.0	26.7
CN	5	Wildwood	Kensington	4.0	1.6	1.6	0.5	1.9	2.0	3.9
CN	6	Kensington	94th St	13.4	14.8	21.1	11.8	15.3	2.0	30.6
CN	7	94th St	67th St	17.2	16.6	20.8	18.6	18.3	0.0	0.0
CN	8	67th St	16th St	24.3	44.7	35.7	50.5	38.8	0.0	0.0
CN	9	16th St	Bridgeport	12.1	9.1	12.8	6.9	10.2	0.0	0.0
CN	10	Bridgeport	Belt Crossing	15.2		19.1	15.8	16.7	0.0	0.0
CN	11	Belt Crossing	Hawthorne	2.4	2.0	3.8	5.4	3.4	0.0	0.0
CN	12	Hawthorne	Broadview	30.8	16.6	28.1	11.9	21.9	1.7	37.5
CN	13	Broadview	Munger	133.5	70.1	132.1	70.7	101.6	1.7	174.2
CN	14	Bridgeport	Lemoynes	22.3	25.2	22.3	25.2	23.8	0.0	0.0
CN	15	Lemoynes	Glenn Yard	11.5	11.5	11.5	11.5	11.5	2.0	23.0
CN	16	Glenn Yard	Argo	21.9	13.9	21.9	13.9	17.9	2.0	35.8
CN	17	Argo	Lemont	51.5	51.1	51.5	51.1	51.3	2.0	102.6
CN	18	Lemont	Joliet	33.2	52.2	33.2	52.2	42.7	2.0	85.4
CN	19	Madison St	Forest Park		0.4		0.4	0.4	0.0	0.0
CN	20	Forest Park	B12		22.3		22.3	22.3	0.0	0.0
CN	21	B12	Schiller Park	9.7	12.4	6.4	12.5	10.3	2.0	20.5
CN	22	Schiller Park	Leighton	128.0	95.9	124.0	80.3	107.1	2.0	214.1
CN	23	Griffith	Thornton Jct	66.1	73.1	61.6	67.2	67.0	2.9	191.4
CN	24	Thornton Jct	CN Jct	12.9	10.6	12.9	10.2	11.7	1.0	11.7
CN	25	CN Jct	Blue Island	19.2	30.4	18.1	28.6	24.1	1.0	24.1
CN	26	Blue Island	Hayford	19.9	14.9	19.9	14.9	17.4	0.0	0.0
CPRS	1	Cragin	B12	23.4		27.1		25.3	0.0	0.0
CSXT	1	46th St	Madison St		14.1		11.4	12.8	0.0	0.0
IHB	1	Dolton	Gibson	29.9		29.9		29.9	1.9	55.5
IHB	2	Blue Island	Ridge	36.4	29.7	30.9	28.2	31.3	1.0	31.3
IHB	3	Ridge	CP Canal	45.2	37.9	45.2	37.9	41.6	1.0	41.6
IHB	4	CP Canal	Broadview	30.8	18.4	27.5	13.6	22.6	1.0	22.6
IHB	5	Broadview	CP Hill	23.1	14.7	16.0	12.6	16.6	1.0	16.6
IHB	6	CP Hill	Norpaul	7.5	8.9	7.6	8.8	8.2	2.0	16.4

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

Fuel Consumption - Pre-Transaction

				CN							EJE							Other														
				Impeded Run		Unimpeded Run		Avg Gals	Trains	Total	Impeded Run		Unimpeded Run		Avg Gals	Trains	Total	Impeded Run		Unimpeded Run		Avg Gals	Trains	Total	Total Fuel							
Road	Segment	From Station	To Station	Forward	Reverse	Forward	Reverse	per Train	Per Day	Gals(imp.)	Forward	Reverse	Forward	Reverse	per Train	Per Day	Gals(imp.)	Forward	Reverse	Forward	Reverse	per Train	Per Day	Gals(imp.)	Consumption							
EJE	14	Leithion	Spaulding	231.7	173.5	209.5	162.9	194.4	1.1	211.4	117.1	91.5	103.6	84.0	99.1	3.5	342.7	182.7	143.5	163.0	131.9	155.3	0.7	115.3	669.5							
EJE	13	Spaulding	Munger	9.3	17.1	9.4	16.2	13.0	1.1	14.1	6.7	7.5	6.7	5.3	6.6	3.6	23.9	9.7	10.3	9.7	7.1	9.2	0.7	6.8	44.8							
EJE	12	Munger	West Chicago	49.0	76.0	40.5	57.7	55.8	0.0	0.0	23.2	42.6	18.2	31.6	28.9	3.6	105.5	37.0	69.1	28.4	52.3	46.7	0.7	34.7	140.1							
EJE	11	West Chicago	East Siding	52.9	75.4	52.1	62.9	60.8	0.0	0.0	28.0	40.3	28.0	31.5	32.0	7.6	241.9	43.7	64.4	43.7	48.7	50.1	3.1	156.0	397.9							
EJE	10	East Siding	Walker	44.1	85.3	44.6	87.7	65.4	0.0	0.0	18.0	43.9	18.7	45.9	31.8	8.9	282.8	29.3	68.4	29.3	72.5	49.9	6.8	340.9	623.7							
EJE	9	Walker	Bridge Junction	69.3	99.9	45.7	95.7	77.7	0.0	0.0	35.0	58.1	22.3	52.3	41.9	11.6	487.0	54.1	91.1	34.8	82.7	65.7	6.8	448.9	935.9							
EJE	8	Bridge Junction	Rock Island Jct	6.0	13.7	3.4	12.4	8.9	0.0	0.0	6.1	11.4	4.6	10.6	8.2	15.4	125.8	6.3	16.6	3.4	15.1	10.4	3.1	32.2	158.0							
EJE	7	Rock Island Jct	Matteson	207.7	141.4	207.7	119.4	169.1	0.0	0.0	107.3	74.5	107.3	62.3	87.9	4.8	423.8	169.0	113.0	169.0	93.5	136.1	1.6	213.0	636.8							
EJE	6	Matteson	Chicago Hts	24.0	37.1	17.2	37.2	28.9	1.2	35.6	12.7	21.2	8.1	21.2	15.8	5.8	92.4	20.1	34.0	12.8	34.0	25.2	1.6	39.5	167.5							
EJE	5	Chicago Hts	Griffith	75.8	99.0	73.7	91.1	84.9	1.2	104.7	42.0	54.8	40.0	49.4	46.6	6.9	322.9	64.9	86.9	62.2	78.9	73.2	2.1	151.9	579.5							
EJE	4	Griffith	Van Loon	31.3	40.0	26.2	28.4	31.5	0.0	0.0	19.1	25.5	14.4	14.7	17.7	7.1	125.5	29.7	35.6	22.9	23.2	27.9	0.5	14.8	140.3							
EJE	3	Van Loon	Ivanhoe	22.5	23.8	14.4	16.1	19.2	0.0	0.0	13.3	14.3	5.4	8.7	10.4	9.1	95.3	22.0	23.4	8.6	14.1	17.0	0.5	9.0	104.4							
EJE	2	Ivanhoe	Cavanaugh	11.2	12.6	7.7	13.3	11.2	0.0	0.0	6.4	6.4	4.3	6.6	5.9	9.2	54.6	8.7	10.3	5.9	10.4	8.8	0.5	4.7	59.3							
EJE	1	Cavanaugh	Gary	15.7	19.8	13.8	19.8	17.3	0.0	0.0	8.4	14.0	8.2	14.0	11.2	11.2	125.2	13.3	21.1	13.3	21.1	17.2	0.5	9.1	134.3							
Total Gallons (imp) per Day										366											2,849											1,577
Total GTM's per Day										340,192											2,549,135											1,829,254
GTM's/Gallon (imp)										930											895											1,160

Fuel Consumption - Post-Transaction

				CN						EJE						Other									
Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(imp.)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(imp.)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(imp.)	Total Fuel Consumption
				Forward	Reverse	Forward	Reverse				Forward	Reverse	Forward	Reverse				Forward	Reverse						
EJE	14	Leithen	Spaulding	200.4	153.2	181.0	142.5	169.3	16.1	2,723.2	117.1	91.5	103.6	84.0	99.1	3.5	342.7	182.7	143.5	163.0	131.9	155.3	0.7	115.3	3181.3
EJE	13	Spaulding	Munger	9.2	15.5	9.3	13.6	11.9	18.1	215.4	6.7	7.5	6.7	5.3	6.6	3.6	23.9	9.7	10.3	9.7	7.1	9.2	0.7	6.8	246.1
EJE	12	Munger	West Chicago	42.7	69.6	34.8	52.8	50.0	19.0	950.2	23.2	42.6	18.2	31.6	28.9	3.6	105.5	37.0	69.1	28.4	52.3	46.7	0.7	34.7	1090.3
EJE	11	West Chicago	East Siding	49.7	68.3	49.6	56.2	56.0	20.9	1,171.4	28.0	40.3	28.0	31.5	32.0	7.6	241.9	43.7	64.4	43.7	48.7	50.1	3.1	156.0	1569.2
EJE	10	East Siding	Walker	35.4	75.8	35.5	78.5	56.3	23.8	1,341.6	18.8	43.9	18.7	45.9	31.8	8.9	282.8	29.3	68.4	29.3	72.5	49.9	6.8	340.9	1965.3
EJE	9	Walker	Bridge Junction	60.4	92.2	39.9	87.0	69.9	23.8	1,665.1	35.0	58.1	22.3	52.3	41.9	11.6	487.0	54.1	91.1	34.8	82.7	65.7	6.8	448.9	2601.0
EJE	8	Bridge Junction	Rock Island Jct	5.8	13.5	3.5	12.3	8.8	23.8	209.1	6.1	11.4	4.6	10.6	8.2	15.4	125.8	6.3	16.6	3.4	15.1	10.4	3.1	32.2	367.1
EJE	7	Rock Island Jct	Matteson	181.5	125.2	181.4	105.6	148.4	21.9	3,254.6	107.3	74.5	107.3	62.3	87.9	4.8	423.8	169.0	113.0	169.0	93.5	136.1	1.6	213.0	3891.4
EJE	6	Matteson	Chicago Hts	21.2	34.6	15.1	34.7	26.4	24.2	637.7	12.7	21.2	8.1	21.2	15.8	5.8	92.4	20.1	34.0	12.8	34.0	25.2	1.6	39.5	769.6
EJE	5	Chicago Hts	Griffith	69.5	91.2	67.5	83.7	78.0	25.2	1,961.6	42.0	54.8	40.0	49.4	46.6	6.9	322.9	64.9	86.9	62.2	78.9	73.2	2.1	151.9	2436.3
EJE	4	Griffith	Van Loon	29.7	36.5	25.9	25.3	29.4	21.0	616.4	19.1	22.5	14.4	14.7	17.7	7.1	125.5	29.7	35.6	22.9	23.2	27.9	0.5	14.8	756.7
EJE	3	Van Loon	Ivanhoe	21.4	22.9	10.5	15.1	17.5	20.0	349.5	13.3	14.3	5.4	8.7	10.4	9.1	95.3	22.0	23.4	8.6	14.1	17.0	0.5	9.0	453.9
EJE	2	Ivanhoe	Cavanaugh	10.5	10.7	6.2	11.7	9.8	20.0	195.5	6.4	6.4	4.3	6.6	5.9	9.2	54.6	8.7	10.3	5.9	10.4	8.8	0.5	4.7	254.8
EJE	1	Cavanaugh	Gary	14.1	20.2	13.3	20.2	17.0	20.0	339.0	8.4	14.0	8.2	14.0	11.2	11.2	125.2	13.3	21.1	13.3	21.1	17.2	0.5	9.1	473.3
Total Gallons (imp) per Day										15,630															
Total GTM's per Day										19,677,755															
GTM's/Gallon (imp)										1.259															

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

EJE Lines

	Total Gallons (Imp) per Day		Total GTM's per Day		GTM's/Gallon (Imp)	
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction
EJE Trains	2,849	2,849	2,549,135	2,549,135	895	895
Other Trains	1,577	1,577	1,829,254	1,829,254	1,160	1,160
CN Trains	366	15,630	340,192	19,677,755	930	1,259
Total	4,792	20,056	4,718,581	24,056,144	985	1,199

CN and Other Lines

	Total Gallons (Imp) per Day		Total GTM's per Day		GTM's/Gallon (Imp)	
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction
Total	11,317	1,704	12,066,766	1,681,185	1,066	987

March 12, 2008 - Exhibit C

Exhibit C is a spreadsheet which contains the corrected calculations of vehicular delay at grade crossings on the EJ&E arc. This is a large spreadsheet which is best viewed electronically.

To view, please go to:

[http://www.stbfinancedocket35087.com/html/inforequest.html
08mar12exhibits/exhibitC](http://www.stbfinancedocket35087.com/html/inforequest.html08mar12exhibits/exhibitC)