



SURFACE TRANSPORTATION BOARD
Washington, DC 20423

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Section of Environmental Analysis

April 7, 2008

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

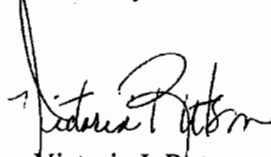
Re: STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company

Dear Mr. Pellerin:

Pursuant to 40 C.F.R. § 1506.5(a), I am enclosing our fourth request (information request #4) for information needed for the purposes of the Section of Environmental Analysis' (SEA) environmental review in connection with the above-referenced proceeding. As we previously discussed, this information will assist SEA in conducting the technical analysis necessary for the preparation of the Draft Environmental Impact Statement. This information specifically relates to the proposed transaction and associated rail improvements.

Thank you for your continued assistance. Please provide a copy of your response as soon as possible to Phillis Johnson-Ball of my staff and to our independent third-party consultant, John Morton, at HDR, 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098.

Sincerely



Victoria J. Rutson
Chief

Section of Environmental Analysis

Cc: Phillis Johnson-Ball, STB
John Morton, HDR Engineering, Inc.

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

Information Request #4

April 7, 2008

1. Please describe CN's proposed vegetation management program (both mechanical and chemical) within the study area. Do CN's management activities vary around water/wetlands, sensitive species and critical habitats?
2. Please explain how CN controls invasive plant species within railroad ROW. What is CN's proposed plan to control invasive species within the areas of new rail construction (e.g., is the area seeded with plant species native to the project vicinity)?
3. Are any rail improvements planned on bridges or culverts that are in wetlands or over water crossings? If so, where are these locations?
4. Concerns were raised during scoping regarding the potential for trains hitting animals. Does CN or EJ&E have any historic or current records for animal strikes/kills within the EJ&E rail corridor?
5. What information does CN or EJ&E have on limitations to rail operations within the critical habitat for the Hine's Emerald Dragonfly?
6. The Phase I site assessment report CN provided for Information Request #1 does not contain any information about the auto scrap yard that is a hazardous materials concern at the CN/EJ&E rail connection in Joliet. Please provide any recent site assessment information or reports CN may have regarding the Joliet auto scrap yard.
7. Since freight rail traffic will decrease on several CN lines inside the EJ&E rail arc, what effects or changes in rail operations are anticipated at Markham Yard and other rail yards inside the EJ&E arc?
8. CN previously provided estimated fuel use for both the pre and post transaction based on gross ton-miles and fuel efficiency factors. We understand that CN is now up-dating this fuel use estimate to include a full consideration of the reduced idling time for the post-transaction scenario. In addition, we understand that CN is also preparing an assessment of the possible change in fuel use for other rail lines since under the post-transaction scenario the interchange location will change. Please provide us with the updated fuel use estimates and a discussion of the assumptions CN used in calculating off-setting fuel savings.