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March 21, 2008

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

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:

Here, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), for review by SEA and HDR Engineering, Inc. ("HDR"), is a partial response to your Data and Information Request #2, enclosed with your letter of March 7, 2008, to Normand Pellerin of CN. As we have discussed, the responses to certain items on that list can be found in CN's responses to your previous Data and Information Request, sent to Mr. Pellerin on December 18, 2007. In this letter, I identify those items and the responses previously submitted.

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

Exhibit A to my letter to you of February 15, 2008, contains information regarding length, tonnages, and frequency of operation of, and number of cars in, trains operating on EJ&E segments between Leithton and Gary by virtue of trackage rights granted by EJ&E.

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

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The CN line segments between Joliet and Bridgeport are located on CN's Joliet Subdivision. Track charts for these segments were provided in Exhibit D to my letter to you of January 28, 2008, in the file "Joliet Sub.pdf."

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

Exhibit B to my letter to you of March 12, 2008, presents information about estimated fuel use (in imperial gallons per day) by CN trains on the EJ&E arc and on lines within the EJ&E arc, both today and after implementation of the Transaction. U.S. gallons per year may be calculated by taking the number of imperial gallons per day, multiplying by 365 to get the number of imperial gallons per year, then dividing by 1.20094992550486 to get the number of U.S. gallons per year.¹ (Or, if you prefer, you may simply multiply the number of imperial gallons per day by 303.92607738958.)

The information in Exhibit B regarding fuel consumption by CN trains on the EJ&E arc after implementation of the Transaction does not, however, distinguish between traffic currently moving on the EJ&E arc and traffic that today moves within the arc. If SEA needs to have fuel consumption for those two categories broken out separately, please let me know, and I will see what can be done to calculate the different consumption numbers.

As indicated in my letters to you of February 15 and March 12, 2008, these calculations were made using CN's Train Performance Calculator ("TPC") model. (A TPC is a software package used by railroads to develop train schedules (determine train travel times between stations), determine the feasibility of running a train over a section of track, evaluate the performance of different locomotive and car combinations, determine train fuel consumptions under different scenarios, and analyze the reasons when a train stalls. CN employees regularly use the TPC model in carrying out CN's business, so CN used its own personnel rather than a consultant to run the model for the calculations reported to SEA.) The assumptions used in running TPC were described in my February 15 and March 12 letters, in the responses to item no. 8.

¹ In my letters to you of February 15 and March 12, 2008, I referred to "a conversion factor of 1.20094992550486 imperial gallons per U.S. gallon." In fact, the conversion factor is 1.20094992550486 U.S. gallons per imperial gallon. The correct factor was used for the fuel efficiency calculations reported in those letters.

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

Typical lengths of CN trains currently operating within the EJ&E arc were reported on Exhibit A to my letter to you of February 29, 2008 (Exhibit A-Typical Train Data.xls). The speeds of trains operating on these segments, as calculated using CN's Train Performance Calculator, were reported on the "Crossing Speeds (inner)" tab of Exhibit A (Exhibit A-Train Speed at Crossings.xls) to my letter to you of March 12, 2008.

16. Please clarify which railroad controls the interlockings on the EJ&E rail line. On December 7, 2007, CN provided a list of the interlockings on the EJ&E. Please confirm that this list is complete.

I can confirm that the list of interlockings that was provided on December 7, 2007, is a complete list of the interlockings on the EJ&E, showing the railroad that controls each interlocking, except that, according to information received more recently from EJ&E, the Calumet interlocking, located on the Whiting Branch, is controlled by IHB rather than by CSXT.

26. Please provide the current CN and EJ&E Operating Rule Books.

The CN and EJ&E Operating Rule books were provided in Exhibit E and B, respectively, to my letter to you of January 28, 2008.

* * * * *

CN is working diligently to provide you and HDR with the remaining information requested in Data and Information Request #2, and we expect to have answers to your outstanding "High Priority" items by March 25, 2008.

Very truly yours,

Paul A. Cunningham / jmc
Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

cc: John H. Morton
Normand Pellerin

Surface Transportation Board
CN-EJ&E EIS - FD-35037

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