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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”.

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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 cursive script, appearing to read "Paul A. Cunningham".

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					Hazardous - Cars/Day		
Segment Number	From Station	To Station	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference			
1	Malteson	Markham	12.6	(2.6)	10.0	91,059	53,501	(37,559)	-41%	191.2					
2	Markham	Harvey	21.1	(19.1)	2.0	134,789	1,045	(133,744)	-99%	248.1	0.0	(248.1)			
3	Harvey	Riversdale	8.4	(6.4)	2.0	51,910	1,045	(50,865)	-98%	94.4	0.0	(94.4)			
4	Riversdale	Wildwood	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)			
5	Wildwood	Kensington	8.4	(6.4)	2.0	44,388	1,045	(43,343)	-98%	82.0	0.0	(82.0)			
6	Kensington	94th St	8.4	(6.4)	2.0	41,071	1,045	(40,026)	-97%	77.0	0.0	(77.0)			
7	94th St	67th St	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)			
8	67th St	16th St	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)			
9	16th St	Bridgeport	4.6	(4.6)	0.0	26,637	0	(26,637)	-100%	67.9	0.0	(67.9)			
10	Bridgeport	Belt Crossing	2.5	(2.5)	0.0	17,065	0	(17,065)	-100%	62.0	0.0	(62.0)			
11	Belt Crossing	Hawthorne	4.5	(4.5)	0.0	29,538	0	(29,538)	-100%	84.2	0.0	(84.2)			
12	Hawthorne	Broadview	4.4	(2.7)	1.7	37,449	6,402	(31,048)	-83%	71.5	18.6	(52.9)			
13	Broadview	Munger	3.0	(1.3)	1.7	27,215	6,402	(20,814)	-76%	61.1	18.6	(42.5)			
14	Bridgeport	Lemoine	2.1	(2.1)	0.0	15,627	0	(15,627)	-100%	59.4	0.0	(59.4)			
15	Lemoine	Glenn Yard	2.1	(0.1)	2.0	25,902	4,815	(21,086)	-81%	90.6	11.5	(79.1)			
16	Glenn Yard	Argo	5.8	(3.8)	2.0	39,700	12,753	(26,947)	-68%	139.6	56.1	(83.5)			
17	Argo	Lemont	1.8	0.2	2.0	14,813	12,753	(2,060)	-14%	71.9	56.1	(15.8)			
18	Lemont	Joliet	1.8	0.2	2.0	10,869	16,687	5,818	54%	39.0	89.0	50.0			
19	Madison St	Forest Park	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)			
20	Forest Park	B12	5.4	(5.4)	0.0	53,125	0	(53,125)	-100%	76.8	0.0	(76.8)			
21	B12	Schiller Park	19.3	(17.3)	2.0	136,615	5,582	(131,034)	-96%	157.0	5.2	(151.7)			
22	Schiller Park	Leithton	19.1	(17.1)	2.0	137,944	8,039	(129,905)	-94%	156.8	6.2	(150.6)			
23	Griffith	Thornton Jct	22.1	(19.2)	2.9	139,122	16,570	(122,552)	-88%	280.6	9.0	(271.6)			
24	Thornton Jct	CN Jct	19.5	(18.5)	1.0	124,678	6,433	(118,245)	-95%	272.9	8.9	(264.0)			
25	CN Jct	Blue Island	14.9	(13.9)	1.0	113,431	6,433	(106,998)	-94%	160.2	8.9	(151.2)			
26	Blue Island	Hayford	3.4	(3.4)	0.0	16,072	0	(16,072)	-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	Minimum Daily Added Tons	% Increase
Malteson and Memphis	2,246	2.9%
Memphis and New Orleans	223	0.3%
Griffith and Port Huron	161	0.1%
Leithton and Panier	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/EJ&E West Company Transaction

Segment Number	Rail Line Segment Description			Freight - Trains/Day			Freight - Gross Tons/Day				Hazmat - Cars/Day		
	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 EJ&EW, 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)				Positions Transferred to CN						Timing Year	
	Joliet	System	Kirk/Gary/ Whiting	Total	Joliet	System	Kirk Whiting	Woodcrest	Markham	Homewood		Total
Police	4	0	1	5	4	0	1	0	0	0	5	1
MoW	19	45	57	121	19	25	22	0	0	0	66	1
Carmen	25	0	34	59	23	0	21	0	4	0	48	1
Signalmen	2	11	7	20	0	8	5	0	0	0	13	1
Electricians - Loco	0	0	17	17	0	0	3	3	0	0	6	1
Electricians - Engineering	0	1	0	1	0	0	0	0	0	0	0	1
Machinists	0	0	32	32	0	0	15	12	0	0	27	1
Sheetmetal Workers	0	0	5	5	0	0	0	4	0	0	4	1
Hostlers	0	0	10	10	0	0	0	4	0	0	4	1
Clerks	19	0	52	71	9	0	12	0	0	4	25	1
Telegrapher/Tower Opr	0	6	3	9	0	6	3	0	0	0	9	1
Train and Engine Service	32	64	131	227	22	45	53	0	0	0	120	1
Yardmasters	1	0	10	11	1	0	5	0	0	0	6	1
Dispatchers	0	14	0	14	0	0	0	0	0	14	14	1
Total	102	141	359	602	78	84	140	23	4	18	347	

	Positions Transferred to Gary Railway				Positions Abolished					Timing Year
	Joliet	System	Gary	Total	Joliet	System	Kirk/Gary/ Whiting	Total		
Police	0	0	0	0	0	0	0	0		1
MoW	0	0	19	19	0	20	16	36		1
Carmen	0	0	13	13	0	0	(2)	(2)		1
Signalmen	0	0	0	0	2	3	2	7		1
Electricians - Loco	0	0	5	5	0	0	6	6		1
Electricians - Engineering	0	0	1	1	0	0	0	0		1
Machinists	0	0	8	8	0	0	(3)	(3)		1
Sheetmetal Workers	0	0	0	0	0	0	1	1		1
Hostlers	0	0	2	2	0	0	4	4		1
Clerks	0	0	17	17	10	0	19	29		1
Telegrapher/Tower Opr	0	0	0	0	0	0	0	0		1
Train and Engine Service	0	0	69	69	10	19	9	38		1
Yardmasters	0	0	7	7	0	0	(2)	(2)		1
Dispatchers	0	0	0	0	0	0	0	0		1
Total	0	0	141	141	22	42	50	114		

Notes:

Data based on EJ&E December 2006 figures
Parentheses indicate potential new hires

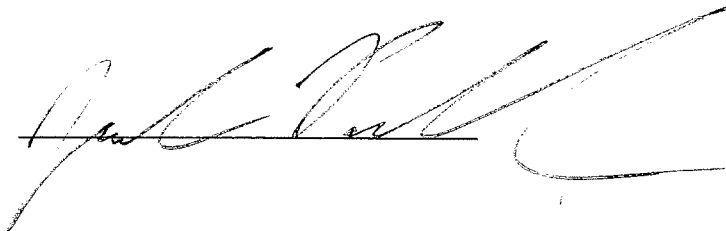
While this table shows Positions Abolished, the Applicants believe that most reductions will be accomplished through attrition.

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, appearing to be "Paul R. [unclear]", is written over a horizontal line.

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			Hemat - Cars/Day				
Segment Number	From Station	To Station	Road	Base	Change	Total	Base	Merged	Difference	Percent Change	Base	Merged	Difference
1	Matteson	Markham	CN	12.6	(2.6)	10.0	91,059	53,501	(37,559)	-41%	191.2		(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)
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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	94thSt	67th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)
8	67thSt	16th St	CN	6.4	(6.4)	0.0	39,442	0	(39,442)	-100%	76.0	0.0	(76.0)
9	16thSt	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)
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14	Bridgeport	Lemoine	CN	2.1	(2.1)	0.0	15,627	0	(15,627)	-100%	59.4	0.0	(59.4)
15	Lemoine	Glenn Yard	CN	2.1	(0.1)	2.0	25,902	4,815	(21,086)	-81%	90.6	11.5	(79.1)
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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)
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23	Griffith	Thornion Jct	CN	22.1	(19.2)	2.9	139,122	16,570	(122,552)	-88%	280.6	9.0	(271.6)
24	Thornion Jct	CN Jct	CN	19.5	(18.5)	1.0	124,678	6,433	(118,245)	-95%	272.9	8.9	(264.0)
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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
Matteson 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 EJ&E Rail Line Segments

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

Segment Number	Rail Line Segment Description			Freight - Trains/Day			Freight - Gross Tons/Day			Hazmat - Cars/Day		
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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
13	Spaulding	Munger	EJE	5.5	17.0	22.5	21,950	179,150	157,200	716%	29.0	209.4
12	Munger	West Chicago	EJE	4.4	19.0	23.4	14,397	191,557	177,160	1230%	21.1	271.3
11	West Chicago	East Siding	EJE	10.7	20.9	31.6	62,233	253,673	191,440	308%	30.7	315.2
10	East Siding	Walker	EJE	15.7	23.8	39.5	87,162	307,411	220,249	253%	43.4	392.6
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8	Bridge Junction	Rock Island Jct	EJE	18.5	23.8	42.3	78,157	297,491	219,334	281%	48.9	398.1
7	Rock Island Jct	Matteson	EJE	6.4	21.9	28.3	35,375	233,576	198,201	560%	49.0	360.8
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-1	Indiana Harbor	Hammond	EJE	1.8	0.0	1.8	6,594	9,054	2,461	37%	0.0	1.4
-2	Hammond	South Chicago	EJE	0.9	0.0	0.9	929	3,390	2,461	265%	0.0	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 EJ&EW, 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)				Positions Transferred to CN							
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Police	4	0	1	5	4	0	1	0	0	0	5	1
McW	19	45	57	121	19	25	22	0	0	0	66	1
Carmen	25	0	34	59	23	0	21	0	4	0	48	1
Signalmen	2	11	7	20	0	8	5	0	0	0	13	1
Electricians - Loco	0	0	17	17	0	0	3	3	0	0	6	1
Electricians - Engineering	0	1	0	1	0	0	0	0	0	0	0	1
Machinists	0	0	32	32	0	0	15	12	0	0	27	1
Sheetmetal Workers	0	0	5	5	0	0	0	4	0	0	4	1
Hostlers	0	0	10	10	0	0	0	4	0	0	4	1
Clerks	19	0	52	71	9	0	12	0	0	4	25	1
Telegrapher/Tower Opr	0	6	3	9	0	6	3	0	0	0	9	1
Train and Engine Service	32	64	131	227	22	45	53	0	0	0	120	1
Yardmasters	1	0	10	11	1	0	5	0	0	0	6	1
Dispatchers	0	14	0	14	0	0	0	0	0	14	14	1
Total	102	141	359	602	78	84	140	23	4	18	347	

	Positions Transferred to Gary Railway				Positions Abolished					Timing Year
	Joliet	System	Gary	Total	Joliet	System	Kirk/Gary/Whiting	Total		
Police	0	0	0	0	0	0	0	0	0	1
MoW	0	0	19	19	0	20	16	36	1	1
Carmen	0	0	13	13	0	0	(2)	(2)	1	1
Signalmen	0	0	0	0	2	3	2	7	1	1
Electricians - Loco	0	0	5	5	0	0	6	6	1	1
Electricians - Engineering	0	0	1	1	0	0	0	0	1	1
Machinists	0	0	8	8	0	0	(3)	(3)	1	1
Sheetmetal Workers	0	0	0	0	0	0	1	1	1	1
Hostlers	0	0	2	2	0	0	4	4	1	1
Clerks	0	0	17	17	10	0	19	29	1	1
Telegrapher/Tower Opr	0	0	0	0	0	0	0	0	1	1
Train and Engine Service	0	0	69	69	10	19	9	38	1	1
Yardmasters	0	0	7	7	0	0	(2)	(2)	1	1
Dispatchers	0	0	0	0	0	0	0	0	1	1
Total	0	0	141	141	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.