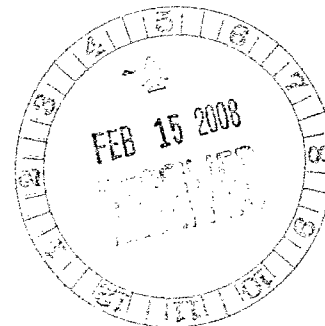


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February 15, 2008

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

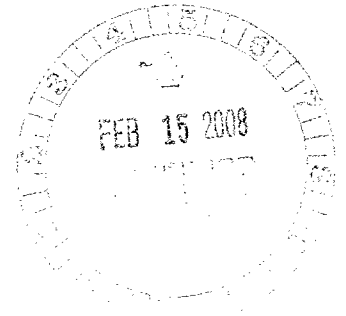
¹ For ease of transmittal, all exhibits to this letter are provided in electronic form (PDF or Microsoft Excel) on the enclosed CD.

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"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.

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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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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.

In my letter to you of January 28, 2008, I noted that CN would provide plans for a new gate that it plans to build at Markham Intermodal Terminal to accommodate anticipated growth in intermodal traffic. Enclosed as Exhibit D hereto is a file (Exhibit D-Markham Gate.pdf) containing the engineering plan for this gate, which includes seven new inbound lanes

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

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and three new outbound lanes off of Center Street. The plan also indicates the planned conversion of four lanes at the north of the Markham facility into an expedited gate for exclusive use by UPS and by CNTL (the trucking arm of CN Worldwide North America).

It should be noted that the "New Center Street Entrance" identified on the plan is dependent on permitting from and negotiations with Cook County, as Center Street is a County road. The County has plans to reconstruct Center Street, but is waiting, among other things, for the City of Harvey to relocate a large water main that runs along Center Street. The City apparently has no funding for the water main work, so to the best of CN's knowledge it has not even begun design work for a relocation project; thus, it is uncertain whether the proposed new entrance is likely to be built any earlier than 2009 or 2010, if then.

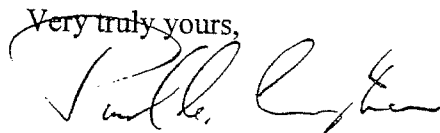
26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

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

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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
14 Leighton		Spaulding	3.5	17	1,629	1,062	0.7	117	10,243	6,358	5.3	51	3,867	2,760
13 Spaulding		Munger	3.6	26	2,343	1,578	0.7	117	10,243	6,358	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	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 East Siding		Walker	8.9	62	5,596	3,534	6.8	85	6,408	4,655	0.0	0	0	0
9 Walker		Bridge Junction	11.6	50	4,559	2,881	6.8	85	6,408	4,655	0.0	0	0	0
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
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 Matteson		Chicago Hts	5.8	53	4,505	3,072	1.6	94	8,276	5,114	1.2	93	7,106	5,119
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
4 Griffith		Van Loon	7.1	45	3,839	2,605	0.5	114	9,948	6,171	0.0	0	0	0
3 Van Loon		Ivanhoe	9.1	54	4,436	3,113	0.5	114	9,948	6,171	0.0	0	0	0
2 Ivanhoe		Cavanaugh	9.2	53	4,385	3,076	0.5	114	9,948	6,171	0.0	0	0	0
1 Cavanaugh		Gary	11.2	46	3,870	2,671	0.5	114	9,948	6,171	11.8	49.1	3,750.2	2,692.7
Overall Average			47	3,761	2,590		94	7,285	4,976		105	7,585	5,794	
												62	4,846	3,353

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
14 Leighton		Spaulding	3.5	17	1,629	1,062	0.7	117	10,243	6,358	16.1	132	9,850	8,268
13 Spaulding		Munger	3.6	26	2,343	1,578	0.7	117	10,243	6,358	18.1	127	9,511	7,937
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
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
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
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
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
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
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
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
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
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
2 Ivanhoe		Cavanaugh	9.2	53	4,385	3,076	0.5	114	9,948	6,171	20.0	110	8,774	7,191
1 Cavanaugh		Gary	11.2	46	3,870	2,671	0.5	114	9,948	6,171	20.0	110	8,774	7,191
Overall Average			47	3,761	2,590		94	7,285	4,976		122	8,941	7,623	
												104	7,686	6,321

Typical Trains

		1	2	3	4	5	6	7	8	9	10	11	12	13	14
		City Track	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau	Caninevau
		1.2	1.4	1.6	1.8	2.0	2.2	2.4	2.6	2.8	3.0	3.2	3.4	3.6	3.8
Miles of Track	Total	108	118	118	118	118	118	118	118	118	118	118	118	118	118
Trains	Total (As per Dave Novak)	11,592	10,860	10,831	10,451	12,471	11,523	10,336	15,450	15,433	14,438	11,541	8,543	8,208	7,408
	ON 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	1,135	2,495	2,495	1,135	271	397	397
	EJ&E Trains	4,098	3,306	3,337	2,592	2,532	2,135	1,761	5,617	4,240	3,243	2,783	1,332	1,330	1,263
	ON Post	7,300.0	7,300.0	7,300.0	7,863.0	8,732.0	8,367.0	8,003.6	8,697.6	8,697.6	8,697.6	7,841.6	6,939.6	6,209.6	5,475.0
Trainmiles	EJ&E Pre	4,382	3,560	3,591	2,788	3,739	3,196	2,732	8,793	6,735	5,738	3,808	1,663	1,368	1,321
	EJ&E Post CN	1,300	7,300	7,300	7,863	8,732	8,367	8,004	8,698	8,698	8,698	7,842	6,940	6,207	5,572
	EJ&E Post Total	11,582	10,860	10,831	10,451	12,471	11,523	10,336	15,496	15,433	14,438	11,541	8,543	8,208	7,408
	ON 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	1,135	2,495	2,495	1,135	271	397	397
Cars	Total	3,111,416	213,138	204,188	204,880	140,784	226,711	211,022	165,487	344,330	426,877	415,585	274,564	68,065	113,846
	ON Trackage	173,966	0	0	0	41,679	41,679	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	1,039,172	22,054	22,054	22,054	55,663	53,522	53,522	129,229	212,254	212,254	107,062	31,781	31,781	31,781
	EJ&E Trains	1,803,338	188,876	179,926	188,598	116,368	116,568	113,966	109,314	212,104	211,626	200,334	142,960	34,860	54,860
	ON Post	35,040	2,208.2	2,208.2	2,208.2	2,341.5	2,601.3	2,651.5	2,906.7	2,906.7	2,906.7	2,674.9	2,443.6	2,171.0	2,171.0
CarMiles	EJ&E Pre	3,076,376	210,930	201,980	202,652	138,422	224,110	209,387	162,836	341,333	423,886	412,588	271,588	68,021	111,875
	EJ&E Post CN	258,906	2,208	2,208	2,208	2,342	2,601	2,651	2,907	2,907	2,907	2,675	2,444	2,171	2,171
	EJ&E Post Total	3,111,416	213,138	204,188	204,860	140,784	226,711	211,022	165,487	344,330	426,877	415,585	274,564	68,065	113,846
	ON Trackage	0	0	0	0	41,679	41,679	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	1,039,172	22,054	22,054	22,054	55,663	53,522	53,522	129,229	212,254	212,254	107,062	31,781	31,781	31,781
Trailing Tons	Total	243,826,051	16,263,096	15,453,207	15,506,025	10,961,065	17,062,378	16,474,969	13,105,835	28,744,111	32,821,840	32,030,784	22,906,990	5,880,824	8,654,891
	ON Trackage	0	0	0	0	3,015,268	3,015,268	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	181,398,013	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401
	EJ&E Trains	147,120,336	14,247,307	13,437,418	13,490,236	8,632,163	8,943,595	8,778,161	8,426,095	17,096,372	17,664,364	16,733,308	11,883,670	2,993,107	2,993,107
	ON Post	2,589,351	167,388.1	167,388.1	167,388.1	180,500.9	200,014.1	195,707.0	194,017.5	216,732.8	216,732.8	216,732.8	192,014.9	175,748.2	155,928.9
TonMiles	EJ&E Pre	241,039,700	16,060,708	15,285,819	15,338,837	10,780,564	16,279,361	12,911,818	28,627,378	32,905,107	31,814,051	22,714,975	8,458,976	8,458,976	8,458,976
	EJ&E Post CN	15,107,703	167,388	167,388	167,388	180,501	200,014	195,707	194,017	216,733	216,733	216,733	192,015	175,748	155,929
	EJ&E Post Total	243,826,051	16,263,096	15,453,207	15,506,025	10,961,065	17,062,378	16,474,969	13,105,835	28,744,111	32,821,840	32,030,784	22,906,990	5,880,824	8,654,891
	ON Trackage	0	0	0	0	3,015,268	3,015,268	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	181,398,013	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401
Average Length Total	Total	55	55	55	55	55	54	54	54	54	54	54	54	54	54
	ON Trackage	55	55	55	55	55	55	55	55	55	55	55	55	55	55
	Other Trackage and Haulage	55	55	55	55	55	55	55	55	55	55	55	55	55	55
	EJ&E Trains	55	55	55	55	55	55	55	55	55	55	55	55	55	55
	ON Post	55	55	55	55	55	55	55	55	55	55	55	55	55	55
FeetMiles	Total	7,220,525,886	75,625,010	87,540,029	125,131,104	222,548,563	824,678,821	252,292,089	1,443,863,481	2,232,325	584,565,237	385,819,613	110,211,160	1,153,087,453	1,153,087,453
	ON Trackage	4,852,150	0	0	0	25,336,759	8,061,709	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	456,082,083	1,402,634	1,635,407	2,337,724	4,207,903	38,281,529	9,628,331	59,286,319	51,232,325	51,232,325	51,232,325	51,232,325	51,232,325	51,232,325
	EJ&E Trains	640,905,760	12,405,816	13,854,302	19,865,780	23,040,864	70,523,640	21,942,305	125,656,443	36,163,732	36,163,732	36,163,732	36,163,732	36,163,732	36,163,732
	ON Post	6,028,084,965	61,788,560.0	72,040,320.0	109,865,600.0	187,246,767.0	134,141,964.0	164,942,782.0	273,980,257.0	273,980,257.0	273,980,257.0	273,980,257.0	273,980,257.0	273,980,257.0	273,980,257.0
Trains per Day	EJ&E Pre	1,891,848,981	19,896,660	19,496,700	22,503,304	27,248,767	134,141,964	164,942,782	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257
	EJ&E Post CN	6,123,537,123	61,788,560	72,040,320	109,865,600	187,246,767	134,141,964	164,942,782	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257	273,980,257
	EJ&E Post Total	7,220,525,886	75,625,010	87,540,029	125,131,104	222,548,563	824,678,821	252,292,089	1,443,863,481	2,232,325	584,565,237	385,819,613	110,211,160	1,153,087,453	1,153,087,453
	ON Trackage	0	0	0	0	3,015,268	3,015,268	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	181,398,013	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401
Cars per Train	Total	104	88	93	93	95	94	98	109	93	98	104	108	112	112
	ON Trackage	105	0	0	0	0	0	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	94	114	114	114	114	87	94	94	114	85	114	117	117	117
	EJ&E Trains	47	48	53	54	45	46	53	62	38	50	62	52	28	17
	ON Post	123	110	110	110	112	109	111	121	126	126	126	128	128	134
Trailing Tons per Total	EJ&E Pre	62	49	57	57	50	50	58	70	51	63	72	70	42	31
	EJ&E Post CN	122	110	110	110	112	109	111	121	126	126	126	128	128	134
	EJ&E Post Total	184	159	167	167	162	159	169	191	177	179	198	198	170	145
	ON Trackage	0	0	0	0	3,015,268	3,015,268	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	181,398,013	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401	1,848,401
Average Trailing Total	Total	8,321	5,437	5,758	5,777	5,915	6,012	6,256	6,884	5,552	5,842	6,203	6,494	6,843	6,829
	ON Trackage	0	0	0	0	5,119	5,119	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	4,976	6,025	6,025	6,025	4,597	4,968	4,968	6,029	4,509	4,509	6,029	6,212	6,212	6,212
	EJ&E Trains	2,500	2,535	2,940	2,977	2,469	2,532	2,906	3,414	2,077	2,745	3,398	2,840	1,439	926
	ON Post	7,661	7,050	7,050	7,050	7,078	7,189	7,252	7,526	7,734	7,734	7,734	7,905	7,895	8,264
Average Length Total	EJ&E Pre	3,333	2,893	3,108	3,144	2,717	3,261	3,615	3,795	2,742	3,308	3,881	3,700	2,348	2,962
	EJ&E Post CN	7,623	7,050	7,050	7,050	7,078	7,088	7,143	7,526	7,734	7,734	7,734	7,884	7,905	8,127
	EJ&E Post Total	8,321	5,437	5,758	5,777	5,915	6,012	6,256	6,884	5,552	5,842	6,203	6,494	6,843	6,829
	ON Trackage	0	0	0	0	5,119	5,119	0	0	0	0	0	0	0	0
	Other Trackage and Haulage	4,976	6,025	6,025	6,025	4,597	4,968	4,968	6,029	4,509	4,509	6,029	6,212	6,212	6,212

Segment	From Station	To Station	SumOffreq	Cars	Tons	Feet	Miles	SumOfCars_Miles	SumOffTon_Miles	SumOffFeet_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
14	Leithton	Spaulding	3.5	17	1,236	926	0.7	117	9,823	6,212	1.1	113	8,171	6,242
13	Spaulding	Munger	3.6	26	1,950	1,442	0.7	117	9,823	6,212	1.1	113	8,171	6,242
12	Munger	West Chicago	3.6	26	1,947	1,439	0.7	117	9,823	6,212	0.0	0	0	0
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	East Siding	Walker	8.9	62	5,203	3,398	6.8	85	5,988	4,509	0.0	0	0	0
9	Walker	Bridge Junction	11.6	50	4,166	2,745	6.8	85	5,988	4,509	0.0	0	0	0
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
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	Matteson	Chicago Hts	5.8	53	4,112	2,936	1.6	94	7,856	4,968	1.2	93	6,701	5,119
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
4	Griffith	Van Loon	7.1	45	3,446	2,469	0.5	114	9,528	6,025	0.0	0	0	0
3	Van Loon	Ivanhoe	9.1	54	4,043	2,977	0.5	114	9,528	6,025	0.0	0	0	0
2	Ivanhoe	Cavanaugh	9.2	53	3,992	2,940	0.5	114	9,528	6,025	0.0	0	0	0
1	Cavanaugh	Gary	11.2	46	3,477	2,535	0.5	114	9,528	6,025	0.0	0	0	0
Overall Average			47	3,761	2,590		94	7,285	4,976		105	7,585	5,794	
											62	4,846	3,353	

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
14	Leithton	Spaulding	3.5	17	1,236	926	0.7	117	9,823	6,212	16.1	132	9,445	8,127
13	Spaulding	Munger	3.6	26	1,950	1,442	0.7	117	9,823	6,212	18.1	127	9,106	7,796
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
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
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
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
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
7	Rock Island Jct	Matteson	4.8	62	4,785	3,414	1.6	94	7,856	4,968	21.9	121	8,444	7,143
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
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
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
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
2	Ivanhoe	Cavanaugh	9.2	53	3,992	2,940	0.5	114	9,528	6,025	20.0	110	8,369	7,050
1	Cavanaugh	Gary	11.2	46	3,477	2,535	0.5	114	9,528	6,025	20.0	110	8,369	7,050
Overall Average			47	3,761	2,590		94	7,285	4,976		122	8,941	7,623	
											104	7,686	6,321	