

HARKINS CUNNINGHAM LLP

Attorneys at Law

David A. Hirsh
202 973 7606
dhirsh@harkinscunningham.com

1700 K Street, N.W.
Suite 400
Washington, D.C. 20006-3804
Telephone 202 973 7600
Facsimile 202 973 7610

222502

CN-38

June 2, 2008

BY E-FILING

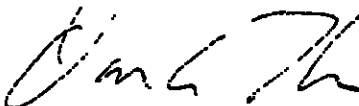
The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

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

Dear Ms. Quinlan:

Enclosed for filing in the above-referenced docket are letters by the Illinois Chamber of Commerce (dated May 22, 2008) and the Red River Valley & Western Railroad Company (dated May 27, 2008) in support of Applicants' Request for Time Limits for NEPA Review and Final Decision (CN-33, filed May 13, 2008). We understand the signed originals are being mailed directly to the Board.

Very truly yours,



David A. Hirsh

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc All parties of record

ILLINOIS CHAMBER
OF COMMERCE

May 22, 2008

Ms. Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423-0001

CHICAGO OFFICE
311 S. Wacker Drive
Suite 1600
Chicago, IL 60606

MAIN 312.983.7100
FAX 312.983.7101

www.ilchamber.org

RE: Finance Docket no. 35087

Dear Ms. Quinlan,

As President and CEO of the Illinois Chamber of Commerce, I am writing to let you know of my concern about on-going delays in having the Surface Transportation Board establish a timeline for completion of the environmental impact study (EIS) that it is required for CN's proposal to acquire most of the Elgin Joliet & Eastern (EJ&E) Railway

CN intends to make a significant private investment to help address freight rail congestion in the Chicago metropolitan area and remove uncertainty about the timeliness of the transportation supply chain. Sadly, there is no end in sight on the EIS process -- even after months of review by a significant number of engineers and professionals

We certainly understand the importance of an EIS, but businesses deserve to have a fair and thorough review that is also timely. Businesses should have a sense of predictability in how long such a process will take as delays and schedules without any sense of finality work against good business planning, efficient investment and ultimately improved service for freight rail customers.

I encourage the Board to establish a date, certainly prior to the year end, and proceed to promptly complete deliberations on that schedule so CN will know if it can begin taking the necessary steps to improve transportation efficiencies in this region

Sincerely,



Douglas Whitley
President and CEO

Cc. Ms. Victoria Rutson, Section of Environmental Analysis
Ms. Phyllis Ball, Section of Environmental Analysis



Red River Valley & Western

RAILROAD COMPANY

TELEPHONE (701) 842-8257

P.O. BOX 608, WAHPETON, NORTH DAKOTA 58074

May 27, 2008

Anne K. Quinlan, Esquire
Acting Secretary
Surface Transportation Board
395 E Street, S.W.
Washington DC 20423-0001

Re: STB Finance Docket No. 35087

Dear Ms. Quinlan:

I am the President and CEO of the Red River Valley & Western Railroad (RRVW) which operates 510 miles of track in Southeastern North Dakota. We are a Class III railroad which was originally spun off from the BNSF. I am writing in support of the Canadian National Railway's recent request that the Surface Transportation Board (STB) establish a time limit for its environmental review and final decision in CN's proposed EJ&F transaction.

The RRVW does not connect with the CN, so I have no commercial stake in this transaction. However, I have worked in the railroad industry for 40 years and I am concerned that the failure to establish definitive time limits for railroad transactions is a dangerous precedent for the industry as whole, and particularly for the short line and regional railroads.

Short line railroads provide a vital link for small and medium size shippers that would otherwise be cut off from the national railroad network. We keep transportation costs competitive, we allow producers to reach far away markets and we take heavy trucks off local roads. I would argue that a railcar that takes three truckloads off the highway and that is three times more fuel efficient than comparable truck transportation is of great benefit to the community. But unlike many industries in this country, railroads are up close and personal for the communities we serve. We run trains in and around towns, we cross highways and we don't run in total silence. It is understandable that our profile will sometimes raise concerns among certain individuals and communities.

I understand that the Board has a responsibility to hear, and if appropriate, act on the concerns raised by these individuals and communities. But it seems to me that the railroad should be given the benefit of a timely decision. Absent that, they will lose their financing and their shippers will make alternative transportation arrangements.

Short line railroads are particularly vulnerable to lengthy delays and indefinite timeframes for decision. New short lines are considered start-up ventures by the financial community. We operate over track that requires significant capital investment to eliminate deferred maintenance and are located in areas where a history of poor service has driven away business. The Interstate Commerce Commission and the successor Surface Transportation Board understood the importance of this fact when they established an expedited process for approving short line transactions. I believe that process made a major contribution to what is a healthy and growing short line railroad industry today. It was good public policy and it should be continued.

I appreciate the opportunity to provide my perspective on this matter.

Sincerely,

A handwritten signature in cursive script that reads "Andrew J. Thompson". The signature is written in dark ink and is positioned above the printed name and title.

Andrew J. Thompson
President & Chief Executive Officer

CERTIFICATE OF SERVICE

I certify that I have this 2nd day of June, 2008, served copies of the foregoing letter, transmitting letters in support of Applicants' Request for Time Limits for NEPA Review and Final Decision, upon all known parties of record in this proceeding by first-class mail or a more expeditious method


Christine A. Mellen