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CN-18

January 25, 2008

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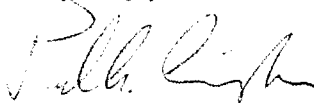
The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

**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 statements by 1) BASF Corporation and 2) the City of Memphis in support of the transaction proposed in the Railroad Control Application (CN-2, filed October 30, 2007). We understand that the parties are mailing their signed originals directly to the Board.

Very truly yours,



Paul A. Cunningham
Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosure

cc: All parties of record

Surface Transportation Board
CN-2/EJ&E FIS FD-35087
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Date Received _____
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The Chemical Company

January 25, 2008

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

Re: FD 35087, Canadian National Railway Company and Grand Trunk Corporation control of EJ&E West Company

Dear Acting Secretary Quinlan:

My name is David Eggermann, Manager for BASF Corporation's North American rail traffic movements. I have oversight for approximately 30,000 rail car loads of goods originating from any one of our nearly fifty facilities in the United States, Canada, and Mexico. In this role I am certainly mindful of the risks and benefits that may result from a transaction of this nature, and I am grateful to the Surface Transportation Board for opening this important issue to public comment.

Like many shippers, BASF attaches great value to consistent and reliable rail service. Whether shipping raw materials between our own facilities, or finished goods to our market customers, receiving product on time and when expected, is paramount. Further, a critical component of a movement is the interchange function between two or more railroads, when applicable. The majority of BASF's rail movements do in fact involve such interchanges, with Chicago area junctions in particular accounting for 90 lanes of traffic, involving the Canadian National, and all other Class 1 railroads.

Having worked in Chicago rail yards myself, I know first hand how difficult the area can be. Every major carrier and several regional and shortline operators essentially fight for overlying capacity on a daily basis. The public is angered by ongoing grade crossing blockage, the shipping community by consistent interchange delay.

I have reviewed the Canadian National proposed acquisition of the EJ&E West, and believe that as outlined, their plan offers benefit not only to movements over their own lines, but that it will offer some degree of improvement to the strained Chicago area junctions overall. Further, recent history has shown that Canadian National executes such proposals in a very thorough and professional manner. Communication is clear and complete, artificial timelines do not exist, and shippers generally see only positive operational benefit. BASF is confident that upon completion, this proposal will result in more effective services for the rail shipping community. We recommend that the Surface Transportation Board deliver a decision on the matter to Canadian National's favor.

As a shipper with growing concern over the competitive environment in rail transportation, we do not agree with our railroad partners on all points. When we do see value and sense in a proposal however, we feel it is important to speak out and voice our support. We thank the Board once again for your difficult work on this matter, and appreciate the opportunity to share our views.

Sincerely,

A handwritten signature in black ink, appearing to read "D. J. Eggermann", with a stylized flourish at the end.

David J. Eggermann
NAFTA Rail Manager

BASF Corporation
100 Campus Drive
Florham Park N.J. 07932
Tel: (973) 245-6366

Helping Make Products Better™

City of Memphis



TENNESSEE

DR. W. W. HERENTON
MAYOR

January 24, 2008

The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington, D.C., 20423

RE: Comments on Canadian National Railway Co., et al – Control – EJ&E West
Company, STB Finance Docket No. 35087

Dear Acting Secretary Williams:

I and my staff have reviewed the transportation impacts of the proposed acquisition by the Canadian National Railway Company ("CN") and its affiliate to acquire control over the EJ&E West Company. Based upon the results of our review and familiarity with CN's traffic flows in and around the Memphis area, I request the Surface Transportation Board ("STB") to undertake full review of CN's application and recommend approval of the transaction. We believe CN's ownership of the EJ&E West Company will improve the Memphis region's ability to compete for national and international market flows by expediting movements through a chronic point of congestion, the Chicago region.

It is well-documented that the City of Chicago currently suffers from congested rail corridors into and out of the City. This traffic congestion delays movement of trains traveling through the region, including those destined to or originating from the Memphis area. This directly impacts the ability of our local businesses and industries to compete in national and international markets, which award business to the most efficient competitors. Added time in transit means added costs to provide goods and services. A consistent, dependable reduction in time spent traveling through the Chicago region adds value to our business and industries in Memphis. I believe CN's ownership of the EJ&E property will allow them to provide us this dependable decrease in overall transit time.

The Honorable Anne K. Quinlan, Esq.
January 24, 2008
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I understand that there are some issues with local communities in the Chicago area that will have additional trains through their towns, while others will have less. While certainly significant for those impacted communities, I ask that the STB keep in mind that these same flows have impacts far beyond the Chicago region, and that it weighs those very local issues carefully against the greater good that comes with a more efficient transportation and logistics chain as part of our national surface transportation network.

Please enter these comments into the record of this docket.

Sincerely,

A handwritten signature in black ink, appearing to read 'Willie W. Herenton', with a long, sweeping horizontal line extending to the right.

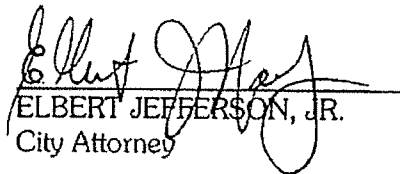
Willie W. Herenton, Mayor

cc: All Parties of Record (Certificate enclosed)

CERTIFICATE OF SERVICE

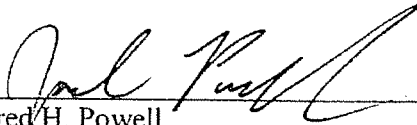
I hereby certify that on this ____ day of January 2008, the foregoing Comment Letter is being submitted via first-class mail, postage prepaid, on the following:

The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington, D.C., 20423


ELBERT JEFFERSON, JR.
City Attorney

CERTIFICATE OF SERVICE

I certify that I have this 25th day of January, 2008, served copies of the foregoing letter, transmitting the statements of BASF Corporation and the City of Memphis, upon all known parties of record in this proceeding by first-class mail or a more expeditious method.


Jared H. Powell