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May 21, 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:

I am writing, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to provide you and HDR Engineering, Inc. ("HDR"), with the following supplemental response to item no. 9 and response to item no. 11 from your Data and Information Request #2, which you sent as an enclosure to your letter of March 7, 2008, to Normand Pellerin of CN.

9. Attached is a table (Rail Line Segments, dated 2-4-08) showing line segments that includes milepost locations and existing and proposed train volumes over these segments. The milepost descriptions and some additional segments were created from the timetables and track charts provided by CN. Please review this information and either verify it or provide corrected information for the milepost locations, distances, and train volume information.

Exhibit A to this letter (provided on the enclosed CD) is an Excel file (Question 9-Segment List-revised.xls) providing additional information regarding traffic, before and after implementation of the proposed Transaction, on CN rail segments outside the EJ&E arc, as identified in the attachment to your Data and Information Request #2. This table does not include information about traffic on the EJ&E Segments 16 through 23, for which no changes in traffic are anticipated. EJ&E does not operate these segments as main line track, but rather as the equivalent of industry track; rather than running through trains on these lines, it switches cars as required to and from particular shippers. Because EJ&E does not provide scheduled train service on those segments, and because CN does expect traffic on those segments to change as a

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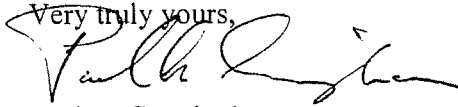
result of the Transaction, CN has made no estimates of train volumes on the segments. If, however, SEA believes it important to provide such estimates for segments on which traffic would be unaffected by the Transaction, we can attempt to do so.

11. Please clarify the number of trains that would pass through the track interchange locations both on the existing CN lines and the intersecting EJ&E rail line. How many trains per day would use each of the connections? Please provide the movements for all trains through the proposed connection interchanges. We are particularly interested in the movements of trains through the proposed connections at Matteson and Griffith.

Exhibit B to this letter (included on the enclosed CD) is an Excel file (Question 11-Trains at Entry_Exit Pts.xls) which provides CN's calculations of the daily number of trains moving between affected EJ&E or CN rail segments and intersecting rail segments, both before and after implementation of the Transaction.

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With this response, there are no further outstanding requests from SEA Data and Information Request #2. We expect to have a response to item no. 4 from SEA Information Request #4, which is the only item that remains outstanding from any of the SEA Information Requests, available in the near future.

Very truly yours,


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

cc: Phillis Johnson-Ball
John H. Morton
Normand Pellerin