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March 10, 2008

By Hand

Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
395 E Street, NW
Washington, DC 20423

Re: Finance Docket No. 35087, Canadian National Railway Company and Grand
Trunk Corporation - Control - EJ&E West Company

Dear Secretary Quinlan:

Enclosed for filing in the above-referenced proceeding is a Letter of Support of Norfolk
Southern Railway Company.

Surface Transportation Board
CN-EJ&E EIS - FD-35087
Log and Distribution
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Cc: Original - Job File
cc 3

Sincerely,

G. Paul Moates

G. Paul Moates
Matthew J. Warren

Counsel for Norfolk Southern Railway Company

Enclosure

cc: Service List in F.D. No. 35087

**UNITED STATES OF AMERICA
SURFACE TRANSPORTATION BOARD**

STB Finance Docket No. 35087

**CANADIAN NATIONAL RAILWAY COMPANY
AND GRAND TRUNK CORPORATION
– CONTROL –
EJ&E WEST COMPANY**

**LETTER OF SUPPORT
OF NORFOLK SOUTHERN RAILWAY COMPANY**

Norfolk Southern Railway Company (“NS”) hereby expresses its support for the Application filed in the above-captioned proceeding. NS believes that the acquisition of the majority of EJ&E by Canadian National Railway Company (“CN”) will serve the interests of the national rail system and will aid in reducing congestion in the Chicago region.

NS also commends to the Board the February 14, 2008 letter from CN President and CEO E. Hunter Harrison to Senator Richard Durbin stating that Amtrak may remain on CN’s St. Charles Airline route indefinitely, including after CN’s acquisition of the EJ&E, until Amtrak is able to re-route its passenger service over an alternative acceptable to it. Amtrak has made clear in its own comments that it views that alternative to be what it calls the Grand Crossing Route, which includes the proposed Grand Crossing connection and portions of the proposed CREATE Central Corridor. The NS line to and from Chicago is a critical component of the CREATE Central Corridor, and the additional capacity that is planned for that corridor would provide for passenger trains as well as present and future NS freight traffic. NS, Amtrak, and CN therefore share an interest in the public funding of capacity additions to the NS Chicago rail

corridor through certain projects within the CREATE Central Corridor sufficient to accommodate such re-routing.

Should any other party in this proceeding seek conditions that may affect NS, NS reserves its rights to comment thereon.