

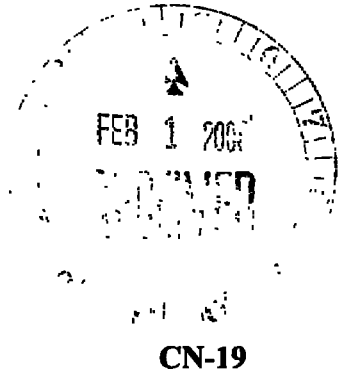
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February 1, 2008

221500

BY HAND DELIVERY

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 please find the signed originals, and 10 copies, of four statements in support of the transaction proposed in the Railroad Control Application (CN-2, filed October 30, 2007). These are statements by: Adrian & Blissfield Railroad, Aracruz Celulose USA, Inc., PCS Sales (USA), Inc., and Prairie Material Sales, Inc.

Very truly yours,

A handwritten signature in black ink, appearing to read "Paul A. Cunningham".

Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc: All parties of record

VERIFIED STATEMENT
of
I. Howard Smith
on behalf of
Adrian & Blissfield Railroad

My name is I. Howard Smith. I am currently the Treasurer and a principal stock holder of the Adrian & Blissfield Railroad, which is a family of short lines in Michigan and includes the Charlotte Southern, Lapeer Industrial, and Detroit Connecting Railroad Companies. I hold a Bachelor of Science in Business Administration from Youngstown State University.

I have over 40 years of experience in the railroad industry, the last 25 of them in Michigan. I started working with Conrail as a locomotive engineer in 1965. From 1985 until my retirement from Conrail in 1999, I was an automotive marketing and sales manager, where I interacted on a daily basis with all management levels of each participating railroad and shipper. From 1999 to 2006, I was manager of the General Motors Rail Operations Center for Vector Supply Chain Management, a third party logistics firm owned by GM. My group managed the daily operation and flow of approximately 10,000 rail cars moving throughout Canada, Mexico, and the United States, and I had daily operations and performance contact with every Class I railroad that moved freight for General Motors.

The Adrian & Blissfield Railroad has been a Michigan short line railroad company since 1991. The railroad consists of approximately 20 miles of track between the cities of Adrian and Blissfield, Michigan. We operate three other lines of approximately three miles each in Detroit, Charlotte, and Lapeer, Michigan. These lines were sold to us when it became uneconomic for CN to continue providing service to the customers along these lines. Our railroad designed service packages and purchased equipment which enabled us to continue to grow the business. For example, our GE centercab small tonnage engines can operate at lower cost than the Class I's high tonnage yard/road engines.

The four lines that comprise the Adrian & Blissfield Railroad interchange traffic with CN, Norfolk Southern, and Indiana and Ohio Railroad. Last year, Adrian & Blissfield handled approximately 3,000 carloads. Traffic for this year is projected to exceed 5,000 carloads. The Adrian & Blissfield railroads originate or terminate the following in support of a wide range of customers: 1) ethanol, 2) fertilizers, 3) grain, 4) scrap, 5) lumber, 6) bio-diesel, 7) dried distillers' grains, 8) feed stock materials for bio-diesel, and 9) chemicals for plastic fuel tanks. Adrian & Blissfield is also working with Mid-Michigan Global Logistics in designing, planning, and operating an intermodal terminal and industrial park in Flint, Michigan.

Competition leads to service improvements and lower freight rates. Passing around the historically congested Chicago Terminal will reduce the volume of freight



stranded within the terminal. Reducing a small percentage of the congestion could make it possible for the remaining freight to increase velocity, and reduce interchange traffic.

The Adrian & Blissfield Railroad strongly supports the proposed acquisition of certain EJ&E assets by Canadian National. It would help relieve congestion in downtown Chicago and improve transportation services both for Canadian National's and EJ&E's customers. I believe the acquisition will provide significant benefits to my short lines in Michigan. Adrian & Blissfield therefore supports the application.

I, I. Howard Smith, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on January 28, 2008.

A handwritten signature in cursive script, reading "I. Howard Smith". The signature is written in dark ink and is positioned above the printed name.

I. Howard Smith

Treasurer, Adrian & Blissfield Railroad



SSAMarine
A Carrier Enterprise

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**VERIFIED STATEMENT
OF
BRIAN R. FRENNEA
On behalf of
ARACRUZ Celulose USA, Inc.**

1. Brian R. Frennea/Logistics and Special Projects Manager
SSA Marine, Inc.
Alabama State Docks, Building 55
Mobile, Alabama 36602

I am responsible for supply chain logistics for Aracruz Celulose throughout North America. This includes the design and management of the North American distribution system and involves nearly 20,000 vehicle moves per year, with nearly half being railcar shipments. I've spent my entire working career in the maritime and transportation services industry with the last five years providing 3PL services to Aracruz Celulose.

2. Aracruz Celulose is a leading producer of Eucalyptus wood pulp. The company has three production facilities in Brazil and is headquartered in Sao Paulo.

The North American market accounts for approximately 1/3 of Aracruz's market with main uses of pulp being tissue and specialty paper products. The Port of Mobile, Alabama is a major distribution terminal and is served by the CN Railroad

Aracruz distributes wood pulp from Mobile on the CN Railroad, via direct routes, to Green Bay, Wisconsin; Huntsville, Ontario and Toronto, Ontario and Munising, Michigan. Aracruz ships approximately 1,700 boxcar loads per year to these destinations and all of this traffic moves through the Chicago area in route to its final destination.

3. We strongly support the acquisition of certain FJ & E assets by the Canadian National Railroad. We favor consistent, reliable transit performance and encourage opportunities for reduction of transit times. We support this acquisition as the combined company would offer improved efficiency for moving our shipments through the Chicago area benefiting Aracruz, its customers and the CN.

4. Aracruz considers the following benefits to result from this acquisition:
- Opportunities for more consistent and reliable transit time performance.
 - Opportunities to relieve congestion in the Chicago area by providing CN with more efficient links to, from and within Chicago.
 - Opportunities for Aracruz to drive supply chain values for itself and its customers.
5. In summary, Aracruz Celulose believes that CN's acquisition of the EJ & E's assets offers significant benefits to Aracruz and other shippers who have railcar shipments moving through the Chicago area. We support this acquisition for the aforementioned.

I, Brian R. Frennea, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on January 21, 2008.



Brian R. Frennea

**VERIFIED STATEMENT
OF
ROBERT J. FELGENHAUER
On behalf of
PCS Sales (USA), Inc.**

My name is Robert J. Felgenhauer, and I am Vice President, Transportation & Distribution for PCS Sales (USA), Inc., a position I have held for a year. Prior to my current position, I was Vice President of Marketing for PCS Sales (USA), Inc. for 3 years. In my current position, I am responsible for the transportation of over 20 million metric tons of product annually in North America, including approximately 3 million metric tons of potash shipped from Saskatchewan, Canada into the United States each year. We also ship approximately one million metric tons of sulphur from Canada to the United States each year.

PCS Sales is part of the Potash Corporation of Saskatchewan Inc. (together referred to as "PotashCorp"). PotashCorp is an integrated producer of fertilizer, industrial and animal feed products. We are the world's largest fertilizer enterprise by capacity, producing the three primary plant nutrients – potash, nitrogen, and phosphate. Potash shipped to the United States is primarily used as fertilizer for agricultural crops such as corn and soybeans.

We produce potash at 6 mines in Saskatchewan. CN is the originating carrier at 5 of the 6 mines, and handles 100% of the potash we ship through the Chicago corridor into the United States. Of the approximately 3 million metric tons of potash we ship into the United States, 60% is routed through Chicago, where CN interchanges our traffic with other Class I carriers. We are very dependent on rail transportation to get our potash to the United States market, as over 98% of the potash we ship into the United States is shipped by rail in covered hopper cars. We also purchase sulphur from Canadian supplies and ship it by rail to our phosphate plants in North Carolina and Florida. A little over half of these shipments originate on CN and typically go through the Chicago corridor.

PotashCorp strongly supports CN's application to acquire and operate the EJ&E West Company. We have experienced delays in shipping product through the Chicago corridor and we are confident this transaction will relieve some of the congestion in Chicago and allow CN to ship our product into the United States faster and more efficiently.

The transaction will benefit PotashCorp in a number of ways. Faster shipments through Chicago will allow PotashCorp to get our product delivered to our customers without delay, and faster return of empty cars through the Chicago corridor back to our mines in Saskatchewan will allow us to efficiently plan our operations. PotashCorp will enjoy more reliable rail service through the Chicago rail corridor, and will be better able to get our fertilizer product to the agricultural market in time for seasonal requirements.

and peaks. The transaction will help PotashCorp grow its business and continue to rely on rail transportation through the Chicago corridor.

Given CN's prior history and experience of integrating other carriers, such as Illinois Central, Wisconsin Central, and GLT, we expect a smooth transition and look forward to receiving the benefits of this transaction as soon as possible.

PotashCorp strongly supports this application and we are confident that CN will be able to ship our product faster and more efficiently as a result of this transaction.

I, Robert J. Felgenhauer, declare under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this verified statement. Executed on 1/28/08

A handwritten signature in black ink, appearing to read "Robert Felgenhauer", written over a horizontal line.

Robert J. Felgenhauer

Vice President, Transportation & Distribution

PRAIRIE **MATERIAL**

Verified Statement
Of
Gerald Krozel
On behalf of
Prairie Material Sales, Inc.

Gerald Krozel
Prairie Material Sales, Inc.
Vice President
7601 W. 79th Street
Bridgeview, IL

Prairie Material is a supplier of ready mixed concrete and bulk materials for use in the production of concrete in the Chicago Metro area. We also have operations in downstate Illinois, Milwaukee, WI, Michigan and Indiana.

We have been obtaining sand and stone by rail for our concrete operations since 1986. We have transported approximately 550,000 to 600,000 tons per year. We started with unit trains on the Chicago & North Western Railroad, which now is the Union Pacific. In the early 90's, we began using the Wisconsin Central unit trains from sources in Wisconsin. This line was acquired by the Canadian National, which is our present day provider at our Leithon, IL location. In addition, we have a ready mix operation in Hazel Crest, IL which is on the C.N. Railroad. We are looking for sources of sand and stone in other areas on the C.N. so that we can extend our use of rail deliveries in the future.

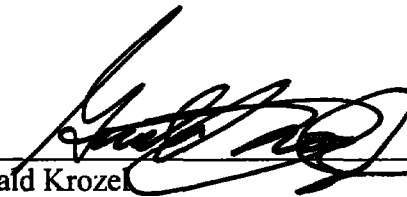
By permitting the C.N.'s acquisition of the EJ&E, we certainly will have additional opportunities to bring additional sources of materials into our operation. For example, there is a huge stone quarry on the EJ&E in Lockport, IL. The company is known as Hanson Material Service which would then be available as an additional source of bulk material to our operations if this consolidation became reality.

We rely on the railroads to help us maintain our safety goals by reducing the amount of truck traffic that would be required to transport the 550,000 to 600,000 tons of bulk materials. By transporting 600,000 tons by rail, we have removed 27,200 truckloads from the roadways each year. These rail movements have decreased our potential accident occurrences.

We certainly encourage this acquisition for safety reasons and to reduce traffic congestion. We would also have the opportunity to increase the use of additional materials from either our own quarries or from other material deposits on the EJ&E which would further reduce our reliance on truck traffic.

VERIFICATION:

I, Gerald Krozel, declare under penalty of perjury that the foregoing is true and correct.
Further, I certify that I am qualified and authorized to file this verified statement.
Executed on January 30, 2008.



Gerald Krozel

VERIFICATION:

State of Illinois

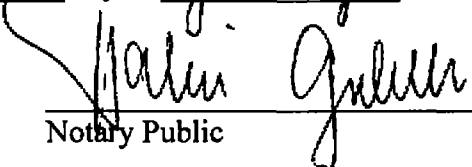
County of Cook

Gerald Krozel, being first duly sworn, deposes and says that he has read the foregoing document, knows the facts asserted therein, and that the same are true as stated.



Gerald Krozel

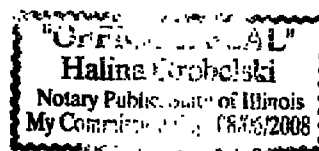
Subscribed and sworn to before me this 30th day of January, 2008.



Notary Public

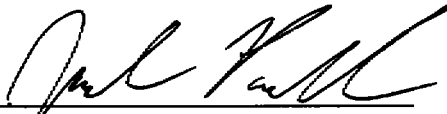
My Commission Expires:

8-6-2008



CERTIFICATE OF SERVICE

I certify that I have this 1st day of February, 2008, served copies of the foregoing four additional statements in support of this transaction (CN-19) upon all known parties of record in this proceeding by first-class mail or a more expeditious method.



Jared H. Powell