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THOMAS F. MCFARLAND

February 15, 2008

By e-filing

Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

Attention: Phillis Johnson-Ball
Environmental Filing

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

Dear Ms. Johnson-Ball:

The following are the comments of Northeast Illinois Regional Commuter Railroad Corporation and The Commuter Rail Division of the Regional Transportation Authority, both doing business as METRA, on the Draft Scope of Environmental Impact Statement:

1. Section 2(B) should be revised to read substantially as follows:

Evaluate those commuter rail line segments that would experience increased freight traffic, either on the rail line segment or at interlockings crossing the line segments, as a result of the proposed transaction for the capability of the rail line segments to accommodate the reasonably foreseeable addition of commuter trains. "Reasonably foreseeable" shall mean commuter service that is currently planned, approved by the local MPO and in receipt of any federal funding.

A commuter line segment is intended to include interlockings where the segment crosses other rail lines. The term "reasonably foreseeable" should be defined as indicated.

2. Section 2(C) should be revised to read substantially as follows:

Discuss potential effects on proposed passenger rail service where such future rail operation inception or expansion is reasonably foreseeable (i.e.,

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commuter service that is currently planned, approved by the local MPO and in receipt of any federal funding).

There is the same need here to define that which is reasonably foreseeable.

Respectfully submitted,



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cc: Michael Noland, Esq.