

**Attachment Q2**

**Information Request No. 2**



**SURFACE TRANSPORTATION BOARD**  
**Washington, DC 20423**

*Office of Economics, Environmental Analysis and Administration*

March 7, 2008

Normand Pellerin  
Assistant Vice-President, Environment  
935, rue de La Gauchetiere West  
Floor 12  
Montreal, Quebec H3B 2M9

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

Dear Mr. Pellerin:

Pursuant to 40 C.F.R. § 1506.5(a), I have prepared and now enclose a second request for information (“Info Request #2”) needed by the Board’s Section of Environmental Analysis’ (SEA) ongoing environmental review of the above-referenced proceeding. The list is somewhat lengthy – it contains over twenty-five items – so to help you concentrate on the items that we need immediately to continue moving forward with the environmental review process, I have categorized the items as “High Priority,” “Medium Priority,” and “Low Priority.” I would appreciate receiving the High Priority information at your earliest convenience.

In addition, Item 9 on Info Request #2 references a table of Rail Line Segments. I have included that table as an additional enclosure to my letter.

Please provide a copy of your responses to me and to SEA’s independent third-party consultant for this proceeding, John Morton of HDR, Inc., 8404 Indian Hills Drive, Omaha, Nebraska, 68114-4098. If you have any questions about the enclosed requests, please do not hesitate to contact me. Thank you for your continued assistance.

Sincerely,

Victoria Rutson  
Chief

Section of Environmental Analysis

Enclosures

STB Finance Docket No. 35087, Canadian National Railway Company and Grand Trunk Corporation – Control – EJ&E West Company

Data and Information Request #2  
March 7, 2008

High Priority Information Requests

1. Please provide additional information and clarification on the trackage and/or haulage rights agreements between EJ&E and other rail carriers. Are these rights transferable? What are the lengths, tonnages, number of cars, and types of commodities and frequencies of movements by other rail carriers operating upon the EJE system? Where specifically are these trains operated?
2. Please explain how trains 8,000 to 10,000 feet long will be operated when the typical at-grade crossing pattern along the EJ&E is roughly a mile apart. Where will CN be installing an "A" block (or absolute stop signal where all trains must stop if the signal is red), and will CN provide adequate "safe parking spots" for their 8,000 to 10,000 foot long trains?
3. Please define the number of locations where EJ&E performs industrial switching or interchanges which foul the main track. Does CN believe this work will be affected by the proposed increase in freight traffic?
4. What is CN's plan for improvements, if any, to the lift bridge across the Des Plaines River? Please provide a brief description of the operation of this bridge and the system for communication with the Corps of Engineers and the navigation interests. Also provide information on how frequently this bridge is raised and is there sufficient holding room for trains being held at this location? Please provide CN's rationale as to how the bridge has the capacity to handle the increased train traffic.
5. CN's January 28, 2008 response letter provided a list of existing and proposed quiet zones on the EJE system. We now need a list of existing and proposed quiet zones, as well as the limits of those quiet zones, for the CN line segments located within 5 miles of the EJ&E arc and those within the EJ&E arc. Please provide this information.
6. CN's January 28, 2008 response included additional conceptual information for each of the proposed connections, except for the proposed connection in Joliet. Please provide any design plans or planning documents you may have for the Joliet connection.
7. Please provide any analysis or discussion of alternatives that may have been evaluated for any of the connections. If information does not exist, please discuss potential alternatives, specifically the connections at Munger and Matteson.

8. CN did not include track charts for the Joliet to Bridgeport line segments in the prior information request response. Please provide these track charts.
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.
10. Please provide estimated fuel use (gallons/year) for: (1) existing rail traffic that would be diverted to the EJ&E, and (2) for the same traffic when operating on the EJ&E. Also, please provide a detailed description of the basis for these fuel use estimates (e.g., modeling software, consultant used, assumptions, trains/day diverted, etc.).
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.
12. How much of a reduction in CN traffic handled through Clearing Yard is anticipated? What percentage of existing CN traffic uses this yard and what percentage of traffic do you anticipate using this yard following implementation of the operating plan? What is the typical time that CN trains spend getting through the yard? Does the road power stay on the trains; how are CN crews changed; please describe the typical operation.
13. Where are CN trains currently experiencing the greatest amount of delay in the greater Chicago terminal area? Please describe a typical movement of CN traffic which enters the Chicago area on the Waukesha Subdivision and leaves via the Chicago or South Bend Subdivisions.
14. What are the typical lengths of CN trains currently operating within the EJ&E arc? Also, please provide the train speeds on the CN segments.
15. Does CN have a proposed schedule of trains that will run on the EJ&E line? If so, please provide the proposed schedule.

### Medium Priority Information Requests

16. Please clarify which railroad controls the interlockings on the EJ&E rail line. On December 7, 2007, CN provided a list of the interlockings on the EJ&E. Please confirm that this list is complete.
17. If EJ&E now controls operation and maintenance at the various interlockings over which Metra now and will soon be operating (Chicago Heights), what rationale can CN provide to ensure that Metra will not be delayed in terms of train interference or lack of maintenance (slow orders)?
18. CN's January 28, 2008 response listed several quiet zones along substantial portions of the EJ&E mainline. SEA understands that many of these quiet zone locations do not have Supplemental Safety Measures (SSM's). Does CN intend to re-evaluate these quiet zones from a risk analysis basis to make sure they remain in compliance with the requirements?
19. Does CN plan to upgrade, extend or replace culverts and bridges as a result of the double-track construction? Have previous hydraulic reports or studies for past EJ&E improvements to bridges and culverts along the proposed double tracks been conducted? If so, we request copies of these technical reports.
20. What is CN's proposed typical cross-sections for new construction, double-tracking and the proposed connections? We request all available information on utility relocations that would be necessary along double tracks and the proposed connection improvements, such as utility type, location, length, and depth of any excavations.
21. Please provide a listing of at-grade public crossings for both the EJ&E and CN line segments with automatic warning devices that do not contain "constant warning time" circuitry.
22. Please provide additional clarification of CN response to Question #10 from the first Information Request, dated December 18, 2007. Will there be any other construction or improvements done at Kirk Yard beyond the installation of the crossover track mentioned in the January 28, 2008 response letter? For example, are there any improvements required at Kirk Yard to accommodate the increased through-put? Also, are any improvements proposed for the East Joliet Yard?
23. With regard to the transport of hazardous materials and hazardous materials sites, please provide copies of the following information:
  - CN's Emergency Response Plan,
  - EJ&E's Emergency Action Plan,
  - Special hazardous materials instructions from CN's U.S. Operations Manual,
  - CN's Facility Response Plans for Kirk Yard and East Joliet Yard, and
  - List of CN and EJ&E emergency response contractors.

24. Are any of the proposed routes key train routes on which CN would transport hazardous materials on its existing CN rail lines and the EJ&E rail line? In other words, does CN propose to operate key trains on the CN and EJ&E lines? Do any trackage rights carriers plan to operate key trains on the EJ&E line?
25. According to Indiana Department of Natural Resources (DNR), all three proposed Indiana connections would be located within the Indiana coastal zone management area. Indiana DNR indicated it is willing to work with CN to obtain consistency with Indiana's coastal zone management program. (It is typical that rail applicants seek a consistency determination directly from the appropriate coastal zone management agency.) Is CN currently taking the lead for coordination regarding the Indiana coastal zone determination process? If so, please provide information on the status of these coordination efforts.
26. Please provide the current CN and EJ&E Operating Rule Books.
27. Which rail yards within the EJE arc are regularly used by CN trains and what will be the reduction (or increase) in this use following implementation of the Operating Plan?
28. What railroad owns, controls and maintains the interlockings with other rail carriers along the CN line segments? What type of interlockings are these and where are the absolute signals located?

#### Low Priority Information Requests

29. Please provide a discussion or documentation that clarifies CN's role, relationship, and commitment to the Chicago Region Environmental and Transportation Efficiency Program (CREATE). Also, discuss how these may change if the transaction is approved.
30. SEA understands that CN will be conducting its own noise analysis along the EJ&E mainline. We would like to obtain a copy of the results, data, and methodology of your study. In addition, will this noise analysis be conducted with the assumption that quiet zones would be in place or will the study be performed assuming that train horn noise would be a factor in the calculations?

Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Exist Trains	Prop Trains	Delta
EJE 23	Phoenix Lead	1.0	Spragues	0.0	Joliet	1.0			0.0
EJE 22	City Track	6.0	Kirk Yard	0.0	Miller	6.0			0.0
EJE 21	Whiting Branch	5.0	Cavanaugh	43.2	Whiting	48.2			0.0
EJE 20	Hammond Branch	1.0	Shearson	44.0	Indianapolis Blvd	45.0			0.0
EJE 19	Downtown Line (H Yard)	1.4	Collins Street	0.7	Joliet	2.1			0.0
EJE 18	Romeoville/Paul Ales Branch	6.0	East Bridge Jct	0.0	Romeoville	6.0			0.0
EJE 17	Illinois River	19.4	Plainfield	10.8	Goose Lake	30.2			0.0
EJE 16	Western	9.1	Waukegan	74.6	Rondout	65.5			0.0
EJE 15	Western	5.2	Rondout	65.5	Leithton (begin existing siding	60.3	3.2	3.2	0.0
EJE 14A	Western	1.0	Leithton (connection and begin existing siding	60.3	Diamond Lake (end of existing siding)	59.3	5.3	20.3	15.0
EJE 14B	Western	2.3	Diamond Lake (begin proposed siding)	59.3	Gilmer (end of proposed siding)	57.0	5.3	20.3	15.0
EJE 14C	Western	7.7	Gilmer (end of proposed siding)	57.0	Lake/Cook County line	49.3	5.3	20.3	15.0
EJE 14D	Western	11.7	Lake/Cook County line	49.3	Spaulding	37.6	5.3	20.3	15.0
EJE 13A	Western	0.9	Spaulding	37.6	Cook/DuPage County line	36.7	5.5	22.5	17.0
EJE 13B	Western	1.5	Cook/DuPage County line	36.7	Munger	35.2	5.5	22.5	17.0
EJE 12	Western	6.3	Munger	35.2	West Chicago	28.9	4.4	23.4	19.0
EJE 11	Western	7.7	West Chicago	28.9	East Siding	21.2	10.7	31.6	20.9
EJE 10A	Western	4.0	East Siding (begin proposed double track)	21.2	DuPage/Will County line	17.2	15.7	39.5	23.8
EJE 10B	Western	1.0	DuPage/Will County line	17.2	95th St (end prop DT, begin existing siding)	16.2	15.7	39.5	23.8
EJE 10C	Western	1.5	95th St (end prop DT, begin existing siding)	16.2	111th St (existing siding becomes double track)	14.7	15.7	39.5	23.8
EJE 10D	Western	2.2	111th St (existing siding becomes double track)	14.7	Normantown (begin proposed double track)	12.5	15.7	39.5	23.8

Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Exist Trains	Prop Trains	Delta
EJE 10E	Western	1.6	Normantown (begin proposed double track)	12.5	Walker (end proposed double track)	10.9	15.7	39.5	23.8
EJE 9A	Western	1.1	Walker	10.9	IRL Jct	9.8	18.5	42.3	23.8
EJE 9B	Western	8.1	IRL Jct	9.8	E Bridge Jct	1.7	18.5	42.3	23.8
EJE 8A	Western	1.7	E Bridge Jct	1.7	East Joliet	0.0	18.5	42.3	23.8
EJE 8B	Eastern	0.8	East Joliet	0.0	Rock Island Jct	0.8	18.5	42.3	23.8
EJE 7A	Eastern	1.0	Rock Island Jct	0.8	Marble Falls (end of existing DT)	1.8	6.4	28.3	21.9
EJE 7B	Eastern	9.8	Marble Falls (end of existing DT, begin proposed DT)	1.8	West Frankfort (end prop DT, begin existing siding)	11.6	6.4	28.3	21.9
EJE 7C	Eastern	3.0	West Frankfort (end prop DT, begin existing siding)	11.6	East Frankfort (end of existing siding, begin single track)	14.6	6.4	28.3	21.9
EJE 7D	Eastern	2.5	East Frankfort (end of existing siding, begin single track)	14.6	Will/Cook County line	17.1	6.4	28.3	21.9
EJE 7E	Eastern	3.3	Will/Cook County line	17.1	West End Matteson (Begin existing DT)	20.4	6.4	28.3	21.9
EJE 7F	Eastern	1.1	West End Matteson (Begin existing DT)	20.4	Matteson (CN/METRA OH)	21.5	6.4	28.3	21.9
EJE 6	Eastern	3.7	Matteson (CN/METRA OH)	21.5	Chicago Heights	25.2	8.6	31.6	23.0
EJE 5A	Eastern	5.6	Chicago Heights	25.2	Dyer (State Line)	30.8	10.2	34.2	24.0
EJE 5B	Eastern	5.4	Dyer (State Line)	30.8	Griffith	36.2	10.2	34.2	24.0
EJE 4	Eastern	3.6	Griffith	36.2	Van Loon	39.8	7.6	28.6	21.0
EJE 3	Eastern	2.0	Van Loon	39.8	Ivanhoe	41.8	9.7	29.7	20.0
EJE 2	Eastern	1.4	Ivanhoe	41.8	Cavanaugh	43.2	9.8	29.8	20.0
EJE 1	Eastern	2.2	Cavanaugh	43.2	Gary (Kirk Yard Jct)	45.4	11.8	31.8	20.0
EJE 0	Lake front Line	3.4	Gary (Kirk Yard)	12.2	Indiana Harbor	8.8	3.5	3.5	0.0
EJE -1	Lake front Line	4.6	Indiana Harbor	8.8	Hammond	4.2	1.8	1.8	0.0
EJE -2	Lake front Line	4.2	Hammond	4.2	South Chicago	0.0	0.9	0.9	0.0
CN 19	Waukesha	0.1	Madison St	10.9	Forest Park	11.0	5.4	0.0	-5.4
CN 20	Waukesha	4.5	Forest Park	11.0	B12	15.5	5.4	0.0	-5.4
CN 21	Waukesha	1.6	B12	15.5	Schiller Park	17.1	19.3	2.0	-17.3
CN 22	Waukesha	20.8	Schiller Park	17.1	Leithton	37.9	19.1	2.0	-17.1
CN 29	Waukesha	5.0	Leithton	37.9	Gray's Lake	42.9			0.0
CN 9	Freeport	2.3	16th St	2.1	Bridgeport	4.4	4.6	0.0	-4.6
CN 10	Freeport	4.0	Bridgeport	4.4	Belt Xing	8.4	2.5	0.0	-2.5

Segment #	Subdivision	Length miles	Begin Station	Begin Milepost	End Station	End Milepost	Exist Trains	Prop Trains	Delta
CN 11	Freeport	0.5	Belt Xing	8.4	Hawthorne	8.9	4.5	0.0	-4.5
CN 12	Freeport	5.7	Hawthorne	8.9	Broadview (IHB)	14.6	4.4	1.7	-2.7
CN 13A	Freeport	3.7	Broadview (IHB)	14.6	Du Page-Cook Co Line	18.3	3.0	1.7	-1.3
CN 13B	Freeport	17.6	Du Page-Cook Co Line	18.3	Munger (EJE)	35.9	3.0	1.7	-1.3
CN 30A	Freeport	5.0	Munger (EJE)	34.3	DuPage-Kane Co Line	37.3			0.0
CN 30B	Freeport	3.6	DuPage-Kane Co Line	37.3	Coleman	40.9			0.0
CN 14	Joliet	4.2	Bridgeport	3.7	Lemonye	7.9	2.1	0.0	-2.1
CN 15	Joliet	1.4	Lemonye	7.9	Glenn Yard	9.3	2.1	2.0	-0.1
CN 16	Joliet	3.8	Glenn Yard	9.3	Argo	13.1	5.8	2.0	-3.8
CN 17	Joliet	12.2	Argo	13.1	Lemont	25.3	1.8	2.0	0.2
CN 18	Joliet	11.5	Lemont	25.3	Joliet	36.8	1.8	2.0	0.2
CN 31 (UP)	Joliet	2.6	Joliet	36.8	So. Joliet	39.4			0.0
CN 8	Chicago	6.9	16th St	1.5	67th St	8.4	6.4	0.0	-6.4
CN 7	Chicago	3.5	67th St	8.4	94th St	11.9	6.4	0.0	-6.4
CN 6	Chicago	2.6	94th St	11.9	Kensington	14.5	8.4	2.0	-6.4
CN 5	Chicago	1.0	Kensinton	14.5	Wildwood	15.5	8.4	2.0	-6.4
CN 4	Chicago	1.6	Wildwood	15.5	Riverdale	17.1	8.4	2.0	-6.4
CN 3	Chicago	2.6	Riverdale	17.1	Harvey	19.7	8.4	2.0	-6.4
CN 2	Chicago	2.8	Harvey	19.7	Markham	22.5	21.1	2.0	-19.1
CN 1	Chicago	6.9	Markham	22.5	Matteson	29.4	12.8	10.0	-2.8
CN 32	Chicago	5.0	Matteson	29.4	Mill Street	34.4			0.0
CN 28	Elsden	3.8	Union Ave	4.9	Elsden	8.7			0.0
CN 27	Elsden	3.1	Elsden	8.7	Hayford	11.8			0.0
CN 26	Elsden	7.5	Hayford	11.8	Blue Island	19.3	3.4	0.0	-3.4
CN 25	Elsden	3.9	Blue Island	19.3	CN Jct.	23.2	14.9	1.0	-13.9
CN 24	Elsden	2.0	CN Jct.	23.2	Thorton Jct. (UP)	25.2	19.5	1.0	-18.5
CN 23B	Elsden	5.4	Thorton Jct. (UP)	25.2	ILL-IN State Line	30.6	22.1	2.9	-19.2
CN 23A	Elsden	5.5	ILL-IN State Line	30.6	Griffith	36.1	22.1	2.9	-19.2
CN 33	South Bend	5.3	Griffith	36.1	Broadway	41.4			0.0

## Notes:

Line Segment CN 31 (UP). CN has trackage rights over UP owned track

Line Segments EJE 17 - 23 are shown with estimated mileposts

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March 21, 2008

**BY E-MAIL (rutsonv@stb.dot.gov)**

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:

Here, on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), for review by SEA and HDR Engineering, Inc. ("HDR"), is a partial response to your Data and Information Request #2, enclosed with your letter of March 7, 2008, to Normand Pellerin of CN. As we have discussed, the responses to certain items on that list can be found in CN's responses to your previous Data and Information Request, sent to Mr. Pellerin on December 18, 2007. In this letter, I identify those items and the responses previously submitted.

1. Please provide additional information and clarification on the trackage and/or haulage rights agreements between EJ&E and other rail carriers. Are these rights transferable? What are the lengths, tonnages, number of cars, and types of commodities and frequencies of movements by other rail carriers operating upon the EJE system? Where specifically are these trains operated?

Exhibit A to my letter to you of February 15, 2008, contains information regarding length, tonnages, and frequency of operation of, and number of cars in, trains operating on EJ&E segments between Leithton and Gary by virtue of trackage rights granted by EJ&E.

8. CN did not include track charts for the Joliet to Bridgeport line segments in the prior information request response. Please provide these track charts.

# HARKINS CUNNINGHAM LLP

*Attorneys at Law*

Ms. Victoria J. Rutson, Chief  
March 21, 2007  
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The CN line segments between Joliet and Bridgeport are located on CN's Joliet Subdivision. Track charts for these segments were provided in Exhibit D to my letter to you of January 28, 2008, in the file "Joliet Sub.pdf."

10. Please provide estimated fuel use (gallons/year) for: (1) existing rail traffic that would be diverted to the EJ&E, and (2) for the same traffic when operating on the EJ&E. Also, please provide a detailed description of the basis for these fuel use estimates (e.g., modeling software, consultant used, assumptions, trains/day diverted, etc.).

Exhibit B to my letter to you of March 12, 2008, presents information about estimated fuel use (in imperial gallons per day) by CN trains on the EJ&E arc and on lines within the EJ&E arc, both today and after implementation of the Transaction. U.S. gallons per year may be calculated by taking the number of imperial gallons per day, multiplying by 365 to get the number of imperial gallons per year, then dividing by 1.20094992550486 to get the number of U.S. gallons per year.<sup>1</sup> (Or, if you prefer, you may simply multiply the number of imperial gallons per day by 303.92607738958.)

The information in Exhibit B regarding fuel consumption by CN trains on the EJ&E arc after implementation of the Transaction does not, however, distinguish between traffic currently moving on the EJ&E arc and traffic that today moves within the arc. If SEA needs to have fuel consumption for those two categories broken out separately, please let me know, and I will see what can be done to calculate the different consumption numbers.

As indicated in my letters to you of February 15 and March 12, 2008, these calculations were made using CN's Train Performance Calculator ("TPC") model. (A TPC is a software package used by railroads to develop train schedules (determine train travel times between stations), determine the feasibility of running a train over a section of track, evaluate the performance of different locomotive and car combinations, determine train fuel consumptions under different scenarios, and analyze the reasons when a train stalls. CN employees regularly use the TPC model in carrying out CN's business, so CN used its own personnel rather than a consultant to run the model for the calculations reported to SEA.) The assumptions used in running TPC were described in my February 15 and March 12 letters, in the responses to item no. 8.

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<sup>1</sup> In my letters to you of February 15 and March 12, 2008, I referred to "a conversion factor of 1.20094992550486 imperial gallons per U.S. gallon." In fact, the conversion factor is 1.20094992550486 U.S. gallons per imperial gallon. The correct factor was used for the fuel efficiency calculations reported in those letters.

# HARKINS CUNNINGHAM LLP

*Attorneys at Law*

Ms. Victoria J. Rutson, Chief  
March 21, 2007  
Page 3

14. What are the typical lengths of CN trains currently operating within the EJ&E arc? Also, please provide the train speeds on the CN segments.

Typical lengths of CN trains currently operating within the EJ&E arc were reported on Exhibit A to my letter to you of February 29, 2008 (Exhibit A-Typical Train Data.xls). The speeds of trains operating on these segments, as calculated using CN's Train Performance Calculator, were reported on the "Crossing Speeds (inner)" tab of Exhibit A (Exhibit A-Train Speed at Crossings.xls) to my letter to you of March 12, 2008.

16. Please clarify which railroad controls the interlockings on the EJ&E rail line. On December 7, 2007, CN provided a list of the interlockings on the EJ&E. Please confirm that this list is complete.

I can confirm that the list of interlockings that was provided on December 7, 2007, is a complete list of the interlockings on the EJ&E, showing the railroad that controls each interlocking, except that, according to information received more recently from EJ&E, the Calumet interlocking, located on the Whiting Branch, is controlled by IHB rather than by CSXT.

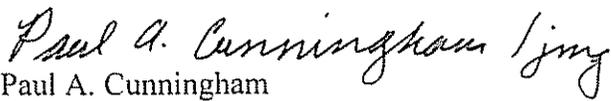
26. Please provide the current CN and EJ&E Operating Rule Books.

The CN and EJ&E Operating Rule books were provided in Exhibit E and B, respectively, to my letter to you of January 28, 2008.

\* \* \* \* \*

CN is working diligently to provide you and HDR with the remaining information requested in Data and Information Request #2, and we expect to have answers to your outstanding "High Priority" items by March 25, 2008.

Very truly yours,

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

cc: John H. Morton  
Normand Pellerin

# HARKINS CUNNINGHAM LLP

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March 26, 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 responses to the items identified as “High Priority Information Requests” in your Data and Information Request #2, which you sent as an enclosure to your letter of March 7, 2008, to Normand Pellerin of CN. As indicated in my letter to you of March 21, 2008, responses to some of these items were provided in my responses to your first Data and Information Request, which you sent as an enclosure to your letter of December 18, 2007, to Mr. Pellerin.

1. Please provide additional information and clarification on the trackage and/or haulage rights agreements between EJ&E and other rail carriers. Are these rights transferable? What are the lengths, tonnages, number of cars, and types of commodities and frequencies of movements by other rail carriers operating upon the EJE system? Where specifically are these trains operated?

BNSF Trackage Rights. Under a trackage rights agreement with EJ&E, BNSF may operate up to ten trains a day in either direction between Eola, IL (East Siding), and Joliet, IL (Bridge Junction). The trains operated are primarily intermodal and vehicle trains, which may not exceed 8,000 feet in length without prior approval of EJ&E. This agreement includes a provision that bars BNSF from assigning its rights, except under certain specified conditions.

# HARKINS CUNNINGHAM LLP

*Attorneys at Law*

Ms. Victoria J. Rutson, Chief  
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CN Trackage Rights. Under trackage rights agreements with EJ&E, CN may operate trains in either direction between Griffith, IN, and Eola, IL (primarily between Griffith, IN, and Matteson, IL), and between Munger, IL, and Leithton, IL, with no limitation on number of train movements. Trains operated are general merchandise trains which may not exceed 8,000 feet in length without prior approval of EJ&E. These agreements contain provisions that bar CN from assigning its rights under the agreements, except under certain specified conditions.

IHB-EJ&E Joint Trackage Rights. EJ&E and IHB have granted each other trackage rights in the Calumet District (EJ&E Whiting Line) to serve jointly served customers. IHB has trackage rights on EJ&E's Lake Front Line to serve jointly served customers.

UP Trackage Rights. Under trackage rights agreements with EJ&E, UP may operate trains in either direction between Joliet, IL, and Waukegan, IL (trains currently operate between Joliet, IL, and West Chicago, IL), and between Griffith, IN, and Chicago Heights, IL, with no limitations on number train movements. Trains operated between Joliet, IL, and Waukegan, IL, include loaded and empty unit coal trains and empty vehicle trains. Trains operated between Griffith, IN, and Chicago Heights, IL, are primarily empty vehicle trains.

In addition, UP has moved loaded and empty unit coal trains under trackage rights between Chicago Heights, IL and Griffith, IN, for interchange with the CSS&SB at Goff, IN. EJ&E acts as an intermediate switch road moving trains between Griffith and Goff.

These agreements contain provisions that bar UP from assigning its rights under the agreements, except under certain specified conditions, without EJ&E's prior written consent.

UP Haulage. Under a haulage agreement with UP, EJ&E crews move trains on behalf of UP from various interchanges to various interchanges. Current business includes loaded unit coal trains and empty vehicle trains from West Chicago, IL, to CN at Griffith, IN, and loaded unit coal trains from West Chicago, IL, to CSS&SB at Goff, IN, including the return of the empty unit trains from Goff, IN, to West Chicago, IL. The agreement does not contain an explicit provision regarding assignability.

As I indicated you in my letter to you of March 21, 2008, Exhibit A to my letter to you of February 15, 2008, contains information regarding length, tonnages, and frequency of operation of, and number of cars in, trains operating on EJ&E segments between Leithton and Gary by virtue of trackage rights granted by EJ&E. Information about trains moved by EJ&E under haulage agreements was grouped with the information on non-CN trackage rights trains and reported under the heading of "Other Trains" in Exhibit A to my February 15, 2008, letter.

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2. Please explain how trains 8,000 to 10,000 feet long will be operated when the typical at-grade crossing pattern along the EJ&E is roughly a mile apart. Where will CN be installing an "A" block (or absolute stop signal where all trains must stop if the signal is red), and will CN provide adequate "safe parking spots" for their 8,000 to 10,000 foot long trains?

Exhibit A to this letter is an Excel file (Question 2-Safe Parking Spots.xls) indicating, in separate columns, the locations on the EJ&E line between Leithton and Kirk Yard that can provide "safe parking spots" between crossings for trains that are 10,000 feet, 8,000 feet, and 7,623 feet long. (Parking spots for 7,623-foot-long trains are shown because that is the length of the average CN train expected to operate on the EJ&E track after implementation of the Transaction, as reported in Exhibit A of my letter to you of February 15, 2008). The table in Exhibit A also indicates which segments are now double-tracked and which would be double-tracked after implementation of the Transaction, and would thus provide locations where trains could stop without holding up trains moving toward the location.

Among the infrastructure additions that CN plans to make to the EJ&E lines are control signals ("A" block or absolute stop signals) at the ends of sidings, double track sections, crossovers, and other control switch locations. CN does not, however, currently plan to install "A" blocks or absolute stop signals at road crossings. Rather, CN intends to use various of the many other train control methods applied in the rail industry, such as rail traffic control dispatching, radio communications, and operating rules and instructions, to effectively manage the movements of trains over EJ&E's lines corridor without blocking or stopping on road crossings. Under CN's current operating procedures, dispatchers and locomotive engineers follow U.S. Operating Rules # 526 (Public Crossings) (see Exhibit E of my letter to you of February 15, 2008), which provides that a public crossing must not be blocked longer than 10 minutes unless it cannot be avoided and that, if possible, cars, engines, and equipment may not stand closer than 200 feet from a road crossing when there is an adjacent track. (In cases where a train nonetheless stops in such a way as to block a crossing, the crew would be required to cut the train at the crossing location so that the parts of the train would be clear of the crossing while the train was stopped, then would have to reattach the cut cars once the train was cleared to proceed.)

3. Please define the number of locations where EJ&E performs industrial switching or interchanges which foul the main track. Does CN believe this work will be affected by the proposed increase in freight traffic?

Rondout, IL. EJ&E delivers interchange traffic to CP at Rondout; a portion of the train may occupy the main track while delivery is executed.

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Leithton, IL. EJ&E delivers interchange traffic to CN on an auxiliary track, and a portion of the train occupies the main track while delivery is accomplished. The main track is also occupied while EJ&E moves traffic received in interchange from an auxiliary track. In addition, the main track may be occupied while EJ&E serves Medline Industries.

Spaulding, IL. EJ&E delivers and receives interchange traffic to and from CP and IC&E on the EJ&E four-track yard at Spaulding. The main track is occupied while trains set out and pick up interchange traffic at this location. In addition, Greco & Sons is served from the main track, and the main track is occupied while EJ&E trains are serving this customer.

West Chicago, IL. EJ&E delivers and receives interchange traffic to and from UP on tracks adjacent to the directional siding and main track. Either track is occupied while EJ&E delivers or receives cars. Unit coal and vehicle trains are delivered from UP to EJ&E and may occupy either the directional siding or main track west of Hawthorne Lane. In addition, Tronox Corporation is served from the EJ&E main track, and the main track may be occupied while EJ&E is serving this customer.

Warrenhurst, IL. EJ&E serves NexGen Building Supplies from the main track, which is occupied while EJ&E is serving this customer.

Eola, IL. EJ&E delivers interchange traffic to BNSF at Eola, and the main track is occupied while interchange is effected. In addition, EJ&E serves Midwest Warehouse and Butterfield Center from the main track, which may be occupied while EJ&E is serving these customers.

Frontenac, IL. EJ&E serves Edward Hines Lumber from the main track, which may be occupied while EJ&E is serving this customer.

Walker, IL. EJ&E serves Entec Polymers from the main track at Walker and occupies the main track while serving this customer. Diageo, Coil Plus, and Ameribuilt systems are served from the siding at Walker, and the main track may be occupied while EJ&E is serving these customers.

Joliet, IL. INR Beatty Lumber is served from the main track, which is occupied while EJ&E is serving this customer.

Frankfort, IL. Tri-State Cut Stone and Pactiv Corporation are served from the directional siding at Frankfort, and the siding is occupied while EJ&E serves this customer.

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Matteson, IL. Ace Hardware is served from the single main track at Matteson, which is occupied while EJ&E is serving this customer. Interchange between EJ&E and CN occurs in the EJ&E Yard, adjacent to the Main 2 Track. Either main track may be occupied while the EJ&E delivers or receives interchange traffic at Matteson.

Chicago Heights, IL. EJ&E delivers interchange traffic to the UP on the Hill Track (CHTT) and in UP's 26th Street Yard. The Hill Track is accessed via EJ&E's main 2 track and is occupied while the EJ&E sets out and picks up cars at this location. UP does not use either EJ&E main track at the Hill Track location. EJ&E may occupy main 2 track while delivering cars to UP's 26th Street Yard. UP delivers cars to the EJ&E West Yard and occupies EJ&E's main 2 track while conducting interchange. In addition WSI, Wayne Steel, and Bulkmatic are served from EJ&E main 2 track, which is occupied while EJ&E is serving these customers.

Griffith, IN. Unit coal trains and vehicle trains are interchanged to CN at Griffith and may occupy main 2 track.

Van Loon, IN. EJ&E delivers and receives interchange traffic to and from NS at Van Loon, and the EJ&E main 2 track may be occupied during interchange.

Ivanhoe, IN. EJ&E serves Reed Minerals from main 1 track, which is occupied while EJ&E is serving this customer.

Illinois River Line. EJ&E uses the main track of the Illinois River Line solely to support customers located on the branch. No through trains operate on this line.

Lake Front Line. EJ&E uses the main track of the Lake Front Line to serve customers and to effect interchange with BRC, CRL, and SCIH. No through trains operate on this line.

Whiting Line. EJ&E uses the tracks of the Whiting Line to serve customers. No through trains operate on this line.

CN does not believe that local switching will be delayed by the anticipated increase of train volume on the EJ&E lines. Operators of local trains performing switching at industries along the EJ&E are expected to know when through trains are expected, and to plan their switching movements so that the trains will not interfere with each other.

4. What is CN's plan for improvements, if any, to the lift bridge across the Des Plaines River? Please provide a brief description of the operation of this bridge and the system

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for communication with the Corps of Engineers and the navigation interests. Also provide information on how frequently this bridge is raised and is there sufficient holding room for trains being held at this location? Please provide CN's rationale as to how the bridge has the capacity to handle the increased train traffic.

CN has no present plans for improvements to Bridge 198, which crosses the Des Plaines River at Joliet. However, because river traffic has priority over rail traffic, CN intends to maintain adequate communication with river traffic control and, if necessary, will make such improvements as it finds necessary to ensure adequate communications. At present, Bridge 198 is remote controlled from the EJ&E dispatcher's office in Joliet, using a wireless code line that controls all functions of the bridge, including all boat detection telemetry. The bridge is operated electrically, with a direct feed from Commonwealth Edison providing the primary power, and a diesel generator, equipped with power off detection and self starting capability, providing secondary power. Radar is used to detect vessels moving either upstream or downstream. The bridge is also equipped with under bridge (lower bridge cutoff) safety detection, consisting of both upstream and downstream presence-detecting circuits, which will interrupt any lower-priority command if they are not "clear."

The EJ&E dispatcher's office has informed CN that the bridge is raised or lowered approximately 35 to 37 times in 24 hours of operation. The raising and lowering of the bridge varies seasonally and is dependant on waterway traffic not controlled by the railroad. It takes two minutes to raise the bridge to the open position and two minutes to lower it all the way to the closed position. This two-minute period begins the moment a move command is issued from the dispatcher's office and ends when an indication is received at that office that the movement has been completed, and therefore includes the time for the working of all devices used in the operation, including use of the code line and the actual motor control in the field.

There are locations both east and west of Bridge 198 (located on milepost 1.7 on the Western Subdivision) that can hold trains while waiting for the bridge to open and close for a vessel passing under it. EJ&E's Joliet Yard, located east of Bridge 198, has yard tracks with maximum lengths between 8,080 and 8,120 feet. West of Bridge 198, Turner Siding (between milepost 5.5 and milepost 3.8) is over 10,000 feet long and is available to hold trains.

5. CN's January 28, 2008 response letter provided a list of existing and proposed quiet zones on the EJE system. We now need a list of existing and proposed quiet zones, as well as the limits of those quiet zones, for the CN line segments located within 5 miles of the EJ&E arc and those within the EJ&E arc. Please provide this information.

Exhibit B to this letter contains a file (Question 5-CN FRA Report Quiet Zones.pdf) obtained from the Federal Railroad Administration (available at

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<http://www.fra.dot.gov/downloads/safety/THRReport031708.pdf>) and listing existing and proposed quiet zone locations. The only quiet zone on a CN line within the EJ&E arc, or within five miles of that arc, is one on the Elsdon Subdivision at Munster, IN, listed as a "new" quiet zone.

6. CN's January 28, 2008 response included additional conceptual information for each of the proposed connections, except for the proposed connection in Joliet. Please provide any design plans or planning documents you may have for the Joliet connection.

Exhibit C to this letter contains two conceptual drawings for the proposed connection at Joliet. The first (Question 6-NE Wye.pdf) corresponds to the design of the connection as shown in Figure 3 of the Operating Plan that was submitted with the Application in this proceeding. The second (Question 6-NE Wye Alt 2 (NW).pdf) shows an alternative design, which CN now believes would be preferable.

7. Please provide any analysis or discussion of alternatives that may have been evaluated for any of the connections. If information does not exist, please discuss potential alternatives, specifically the connections at Munger and Matteson.

The response to item no. 6, above, provides alternative designs for the proposed connection at Joliet. In my letter to you of March 20, 2008, I provided an alternative design for the proposed connection at Munger, which CN now believes would be preferable to the design that was earlier provided to you. Exhibit D to his letter is a PowerPoint slide (Question 7-Matteson.ppt) presenting an alternative design for the improved connection at Matteson. CN considered this design before deciding on the current plan for this connection, which was reflected on Figure 4 to the Operating Plan and on the design provided to you previously.

8. CN did not include track charts for the Joliet to Bridgeport line segments in the prior information request response. Please provide these track charts.

As noted in my letter to you of March 21, 2008, these track charts have already been provided.

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.

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Exhibit E to this letter is an Excel file (Question 9-Segment List.xls) providing corrected information regarding the segments identified in the attachment to your Data and Information Request #2.

10. Please provide estimated fuel use (gallons/year) for: (1) existing rail traffic that would be diverted to the EJ&E, and (2) for the same traffic when operating on the EJ&E. Also, please provide a detailed description of the basis for these fuel use estimates (e.g., modeling software, consultant used, assumptions, trains/day diverted, etc.).

As noted in my letter to you of March 21, 2008, information regarding annual fuel consumption may be derived from information already provided. Nevertheless, I am providing, as Exhibit F to this letter, an Excel file (Question 10-Gallons per year.xls) that presents (on tabs "EJ&E Fuel\_Detail," "Chicago\_Fuel\_Pre\_Detail," and "Chicago\_Fuel\_Post\_Detail") the information previously provided, then summarizes (on the "Summary" tab) that information and presents CN's calculations of the number of imperial U.S. gallons per year for (1) existing rail traffic now operating on line within the EJ&E arc that would be diverted to the EJ&E line, and (2) the same traffic on the EJ&E line. The "Summary" tab also includes CN calculations of imperial and U.S. gallons per thousand ton-miles, both before and after implementation of the Transaction, on the EJ&E line and on lines used by CN within the EJ&E arc.

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.

CN's Service Design team is working to develop information regarding the number of trains moving over connections between the rail lines of CN and EJ&E lines, as well as those between CN or EJ&E and rail lines and rail lines of other railroads. We will provide this information as soon as it becomes available and has been verified.

12. How much of a reduction in CN traffic handled through Clearing Yard is anticipated? What percentage of existing CN traffic uses this yard and what percentage of traffic do you anticipate using this yard following implementation of the operating plan? What is the typical time that CN trains spend getting through the yard? Does the road power stay on the trains; how are CN crews changed; please describe the typical operation.

Attached as Exhibit G to this letter is an Excel file (Question 12 BRC volume.xls), presenting information about CN use of BRC Clearing Yard. As the table indicates, CN handles 4,266.6 cars per day in the Chicago area (*i.e.*, within the EJ&E arc). Of that number,

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31.0 cars originate at Clearing Yard, 27.2 cars per day terminate at Clearing Yard, and 573.4 cars are interchanged at Clearing Yard. After implementation of the Transaction, CN anticipates that number of cars originating and terminating at Clearing Yard will continue to be 31.0 and 27.2, per day respectively, but that the number interchanged will fall to 21.6 cars per day. The total number of CN cars handled (*i.e.*, originated, terminated, or interchanged) at Clearing Yard is 631.6 cars per day, or 14.8% of the total number of CN cars moving in or through Chicago. After implementation of the Transaction, the number of CN cars handled at Clearing Yard is expected to fall to 79.8 cars per day, or 1.9% of the total number of CN cars moving in or through Chicago.

13. Where are CN trains currently experiencing the greatest amount of delay in the greater Chicago terminal area? Please describe a typical movement of CN traffic which enters the Chicago area on the Waukesha Subdivision and leaves via the Chicago or South Bend Subdivisions.

CN experiences the greatest amount of delay on the Waukesha Subdivision, at holding points between Franklin Park and Buffalo Grove, and secondarily on the Elsdon Subdivision at holding points between Blue Island and Griffith.

A CN train moving southbound on the Waukesha Subdivision crosses the EJ&E arc at Leithton, and is held in the vicinity of Schiller Park awaiting its turn to enter IHB trackage. When cleared to proceed, the train enters on the IHB trackage, but advances only as far as station Rose, where it is held. After being cleared to advance, it proceeds to station Broadview, where it is held. After being cleared to advance from Broadview, it proceeds to station McCook, where it is held. After being cleared to advance from McCook, it proceeds to station 87th Street (Bridgeview), where it is held. After being cleared to advance from 87th Street, it proceeds to Chicago Ridge, where it is held. After being cleared to leave Chicago Ridge, it advances and moves onto the CN Elsdon Sub at Blue Island. If the train is destined for the South Bend Subdivision, it stops at Western Avenue (Posen) for a crew change. If the train is destined for the Chicago Subdivision, it stops to obtain clearance onto that Subdivision, then advances on the Chicago Subdivision to Homewood, where it stops for a crew change.

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14. What are the typical lengths of CN trains currently operating within the EJ&E arc? Also, please provide the train speeds on the CN segments.

As noted in my letter to you of March 21, 2008, this information has already been provided.

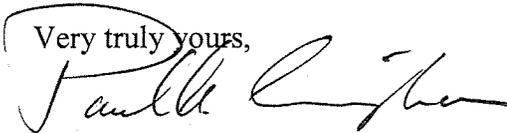
15. Does CN have a proposed schedule of trains that will run on the EJ&E line? If so, please provide the proposed schedule.

CN has not yet developed a schedule for train operations on the EJ&E line after implementation of the Transaction. Such schedules are expected to change from year to year as improved connections between the EJ&E line and CN's present lines are installed, as each connection will make it possible to reroute additional traffic from its present route through Chicago.

\* \* \* \* \*

CN is working diligently to provide you and HDR with the remaining information requested in Data and Information Request #2, and we expect to have answers to item no. 11, as well as your outstanding "Medium Priority" and "Low Priority" items, in the near future.

Very truly yours,



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

cc: John H. Morton  
Normand Pellerin

LIST of EJ&E ROAD CROSSINGS & DIAMONDS							WORKING INFORMATION (from CN)					QUESTION #2: "Safe Parking Spots" for Trains Clear of Crossings EJ&E: Kirk Yard to Leighton Jct			
STATE	RAILROAD	RRDIV	RPSUBDIV	STREET	CITYNAM	MILEPOST	TIME TABLE MP	Distance from Kirk Yard	SEGMENT NUMBER	EXISTING TRACKAGE	FUTURE TRACKAGE	Distance Between Crossings, Diamonds	10,000 ft	8,000 ft	7623 ft Typical CN Train
EJ&E Segment # 1							45.4	0.0	1	Double Track	Double Track				
EJ&E Segment # 2							43.2	2.2	2	Double Track	Double Track				
Indiana	EJE	JOLIET	EASTERN SUB	5TH AVE	GARY	004197	42.0	3.4	2	Double Track	Double Track	18110	18110	18110	18110
EJ&E Segment # 3 - IVANHOE DIAMOND							41.8	3.6	3	Double Track	Double Track	898			
Indiana	EJE	JOLIET	EASTERN SUB	9TH AVE	GARY	004152	41.5	3.9	3	Double Track	Double Track	1478			
Indiana	EJE	JOLIET	EASTERN SUB	15TH AVE	GARY	004103	41.0	4.4	3	Double Track	Double Track	2587			
Indiana	EJE	JOLIET	EASTERN SUB	25TH AVE	GARY	004003	40.0	5.4	3	Double Track	Double Track	5280			
EJ&E Segment # 4 - VAN LOON DIAMOND							39.8	5.6	4	Double Track	Double Track	1214			
Indiana	EJE	JOLIET	EASTERN SUB	BLACKOAK ROAD	GARY	003968	39.7	5.7	4	Double Track	Double Track	634			
Indiana	EJE	JOLIET	EASTERN SUB	40TH PLACE	GRIFFITH	003811	38.1	7.3	4	Double Track	Double Track	8290		8290	8290
Indiana	EJE	JOLIET	EASTERN SUB	45TH AVE	GRIFFITH	003752	37.5	7.9	4	Double Track	Double Track	3115			
Indiana	EJE	JOLIET	EASTERN SUB	ELM ST	GRIFFITH	003702	37.0	8.4	4	Double Track	Double Track	2640			
Indiana	EJE	JOLIET	EASTERN SUB	MILLER ST	GRIFFITH	003689	36.9	8.5	4	Double Track	Double Track	686			
Indiana	EJE	JOLIET	EASTERN SUB	LAKE ST	GRIFFITH	003677	36.8	8.6	4	Double Track	Double Track	634			
Indiana	EJE	JOLIET	EASTERN SUB	COLUMBIA ST (CLOSED)	GRIFFITH	003664	36.6	8.8	4	Double Track	Double Track	closed			
Indiana	EJE	JOLIET	EASTERN SUB	MAIN ST	GRIFFITH	003652	36.5	8.9	4	Double Track	Double Track	1320			
Indiana	EJE	SYSTEM	EASTERN SUB	BROAD ST	GRIFFITH	003633	36.3	9.1	4	Double Track	Double Track	within interlocking			
EJ&E Segment # 5 - GRIFFITH DIAMOND interlocking							36.2	9.2	5	Double Track	Double Track	INTERLOCKING			
Indiana	EJE	JOLIET	EASTERN SUB	KENNEDY AVE	SCHERERVILLE	003436	34.4	11.0	5	Double Track	Double Track	8900		8900	8900
Indiana	EJE	JOLIET	EASTERN SUB	AIRPORT RD	SCHERERVILLE	003366	33.7	11.7	5	Double Track	Double Track	3696			
EASTERN SUB HARTSDALE DIAMOND							33.7	11.7	5	Double Track	Double Track	INTERLOCKING			
EASTERN SUB DYER DIAMOND							31.3	14.1	5	Double Track	Double Track	12672	12672	12672	12672
Indiana	EJE	JOLIET	EASTERN SUB	HART ST	DYER	003110	31.1	14.3	5	Double Track	Double Track	1056			
Indiana	EJE	JOLIET	EASTERN SUB	LAKE ST	DYER	003096	31.0	14.4	5	Double Track	Double Track	739			
Illinois	EJE	JOLIET	EASTERN SUB	LINCOLN HWY	LYNWOOD	003069	30.7	14.7	5	Double Track	Double Track	1426			
Illinois	EJE	JOLIET	EASTERN SUB	TORRENCE AV	SAUK VILLAGE	002918	29.2	16.2	5	Double Track	Double Track	7973			7973
Illinois	EJE	JOLIET	EASTERN SUB	COTTAGE GROVE AV	CHICAGO HTS	002717	27.2	18.2	5	Double Track	Double Track	10613	10613	10613	10613
Illinois	EJE	JOLIET	EASTERN SUB	STATE ST	CHICAGO HTS	002616	26.2	19.2	5	Double Track	Double Track	5333			
Illinois	EJE	JOLIET	EASTERN SUB	WENTWORTH AV	CHICAGO HTS	002592	25.9	19.5	5	Double Track	Double Track	1267			
EJ&E Segment # 6 - CHICAGO HEIGHTS DIAMOND							25.2	20.2	6	Double Track	Double Track	3802			
Illinois	EJE	JOLIET	EASTERN SUB	EAST END	CHICAGO HTS	002519	25.2	20.2	6	Double Track	Double Track	INTERLOCKING			
Illinois	EJE	JOLIET	EASTERN SUB	WEST END AVE	CHICAGO HTS	002504	25.0	20.4	6	Double Track	Double Track	within interlocking			
Illinois	EJE	JOLIET	EASTERN SUB	CHICAGO RD	CHICAGO HTS	002491	24.9	20.5	6	Double Track	Double Track	within interlocking			
Illinois	EJE	JOLIET	EASTERN SUB	EUCLID AVE	CHICAGO HTS	002463	24.6	20.8	6	Double Track	Double Track	1478			
Illinois	EJE	JOLIET	EASTERN SUB	WESTERN AVE	PARK FOREST	002312	23.1	22.3	6	Double Track	Double Track	7973			7973
EJ&E Segment # 7							21.7	23.7	7	Double Track	Double Track	7973			7973
Illinois	EJE	JOLIET	EASTERN SUB	MAIN	MATTESON	002161	21.6	23.8	7	Double Track	Double Track				
Illinois	EJE	JOLIET	EASTERN SUB	CICERO AV	MATTESON	002006	20.1	25.3	7	single	single	8184		8184	8184
Illinois	EJE	JOLIET	EASTERN SUB	CENTRAL AV	MATTESON	001907	19.1	26.3	7	single	single	5227			
Illinois	EJE	JOLIET	EASTERN SUB	RIDGELAND AV	MATTESON	001807	18.1	27.3	7	single	single	5280			
Illinois	EJE	JOLIET	EASTERN SUB	HARLEM AV	FRANKFORT	001706	17.1	28.3	7	single	single	5333			
Illinois	EJE	JOLIET	EASTERN SUB	PFEIFFER RD/88 AV	FRANKFORT	001506	15.1	30.3	7	single	single	10560	10560	10560	10560
Illinois	EJE	JOLIET	EASTERN SUB	SAUK TRAIL	FRANKFORT	001483	14.8	30.6	7	single	single	1214			
Illinois	EJE	JOLIET	EASTERN SUB	CENTER RD	FRANKFORT	001405	14.1	31.4	7	Siding Track	Double Track	4118			
Illinois	EJE	JOLIET	EASTERN SUB	WOLF RD	FRANKFORT	001196	12.0	33.4	7	Siding Track	Double Track	11035	11035	11035	11035
Illinois	EJE	JOLIET	EASTERN SUB	OWENS RD(116 ST)	FRANKFORT	001149	11.5	33.9	7	Siding Track	Double Track	2482			
Illinois	EJE	JOLIET	EASTERN SUB	SCHOOL HOUSE RD	NEW LENOX	001000	10.0	35.4	7	single	Double Track	7867			7867
Illinois	EJE	JOLIET	EASTERN SUB	S SPENCER ROAD	NEW LENOX	000924	9.2	36.2	7	single	Double Track	4013			
Illinois	EJE	JOLIET	EASTERN SUB	CEDAR RD	NEW LENOX	000800	8.0	37.4	7	single	Double Track	6547			
Illinois	EJE	JOLIET	EASTERN SUB	NELSON	NEW LENOX	000700	7.0	38.4	7	single	Double Track	5280			
Illinois	EJE	JOLIET	EASTERN SUB	S GOUGAR ROAD	NEW LENOX	000600	6.0	39.4	7	single	Double Track	5280			
Illinois	EJE	JOLIET	EASTERN SUB	CHERRY HILL RD	JOLIET	000500	5.0	40.4	7	single	Double Track	5280			
Illinois	EJE	JOLIET	EASTERN SUB	BRIGGS ST	JOLIET	000422	4.2	41.2	7	single	Double Track	4118			
Illinois	EJE	JOLIET	EASTERN SUB	W SPENCER RD	JOLIET	000315	3.2	42.3	7	single	Double Track	5650			
Illinois	EJE	JOLIET	EASTERN SUB	ROWELL ST	JOLIET	000286	2.9	42.5	7	single	Double Track	1531			
Illinois	EJE	JOLIET	EASTERN SUB	MILLS RD	JOLIET	000250	2.5	42.9	7	single	Double Track	1901			
Illinois	EJE	JOLIET	EASTERN SUB	ROWELL ST	JOLIET	000180	1.8	43.6	7	single	Double Track	3696			
Illinois	EJE	JOLIET	EASTERN SUB	WASHINGTON ST	JOLIET	000095	1.0	44.5	7	Double Track	Double Track	4488			
EJ&E Segment # 8 - ROCK ISLAND DIAMOND							0.8	44.6	8	Double Track	Double Track	792			
JOLIET YARD							0.0	45.4	8	Double Track	Double Track	INTERLOCKING			
Illinois	EJE	JOLIET	WESTERN SUB	WOODRUFF	JOLIET	000082	0.8	46.2	8	Double Track	Double Track	4224			
WESTERN SUB BRIDGE							1.8	47.2	8	Double Track	Double Track	4330			
EJ&E Segment # 9							2.3	47.7	9	Double Track	Double Track	5280			
										Double Track	Double Track	INTERLOCKING			
										Double Track	Double Track	7286			

# Quiet Zone Locations

Report Date: 03/14/2008

State	City	QZType	RailRoad		
AK	Anchorage	Pre-Rule	ARR		
AK	Sou Anchorage	New	ARR		
				<b>Total Number of Records for State</b>	<b>AK 2</b>
AL	Decatur	New	NS		
AL	Madison	New	NS		
				<b>Total Number of Records for State</b>	<b>AL 2</b>
CA	Elk Grove	New	UP Railroad		
CA	Richmond (N)	New	UP		
CA	Richmond W1	New	BNSF		
CA	Richmond W2	New	BNSF		
CA	Pomona	New	UP, Metrolink,		
CA	Campbell 1	New	UP		
CA	Campbell 2	New	UP		
CA	San Jose	New	Vasona		
CA	West Sacramento	New	UP		
CA	Richmond (S1)	New	BNSF		
CA	Placentia	New	BNSF		
CA	Sacramento	New	UP		
CA	Bakersfield	Pre-Rule	BNSF		
				<b>Total Number of Records for State</b>	<b>CA 13</b>
CO	Commerce City	New	BNSF		
				<b>Total Number of Records for State</b>	<b>CO 1</b>
CT	Groton	New	ATK		
CT	Stonington	New	ATK		
				<b>Total Number of Records for State</b>	<b>CT 2</b>
FL	Pembroke Park	New	CSX		
FL	Hollywood	New	CSX		
FL	Broward County 2	New	CSX		
FL	Palm Beach Count	New	CSX		
FL	Broward County	New	CSX		
FL	West Palm Beach	New	Amtrak, CSX		
FL	Boca Raton	New	CSX		
FL	Broward County	New	CSX		
				<b>Total Number of Records for State</b>	<b>FL 8</b>

State	City	QZType	RailRoad		
GA	Marietta	New	CSX		
GA	Marietta	New	CSX		
				<b>Total Number of Records for State</b>	<b>GA 2</b>
IA	Denison	New	UP		
IA	Bellevue	Pre-Rule	CPRS		
IA	Le Claire	New	ICE		
IA	Nevada	New	Up		
				<b>Total Number of Records for State</b>	<b>IA 4</b>
IL	Elwood	New	UP		
IL	Chicago	New	Iowa, Chicago &		
IL	Vernon Hills	New	EJE		
IL	Glenwood	New	UP		
IL	DeKalb	New	UP		
IL	Cortland	New	UP		
IL	Morrison	New	UP		
IL	Elmhurst	New	CC		
IL	Springfield	Pre-Rule	NS		
IL	Chicago	New	CSX		
IL	Antioch	New	WC		
IL	Plainfield East	New	EJE		
IL	Barrington	New	EJE		
				<b>Total Number of Records for State</b>	<b>IL 13</b>
IN	Munster	New	CN		
IN	Mishawaka	Pre-Rule	NS/CN		
IN	South Bend	Pre-Rule	CN/NS		
				<b>Total Number of Records for State</b>	<b>IN 3</b>
KS	Overland Park	New	UP		
				<b>Total Number of Records for State</b>	<b>KS 1</b>
KY	Covington	Pre-Rule	CSX		
KY	Anchorage	Pre-Rule	CSX		
KY	Louisville (2)	Pre-Rule	CSX		
KY	Louisville (1)	New	CSX		
KY	La Grange	Pre-Rule	CSX		
KY	Louisville (3)	Pre-Rule	CSX		
				<b>Total Number of Records for State</b>	<b>KY 6</b>
LA	Harahan	Pre-Rule	NS		
				<b>Total Number of Records for State</b>	<b>LA 1</b>

State	City	QZType	RailRoad		
MA	Andover	Pre-Rule	BM		
MA	Manchester	Pre-Rule	MBCR		
MA	Wenham	Pre-Rule	MBTA		
MA	Hamilton	Pre-Rule	MBTA		
MA	Chelsea	Pre-Rule	MBTA		
MA	Beverly NLSouth	Pre-Rule	MBTA		
MA	Beverly NLNorth	Pre-Rule	MBTA		
MA	Beverly RLWest	Pre-Rule	MBTA		
MA	Beverly RLCent.	Pre-Rule	MBTA		
MA	Bevery RLEast	Pre-Rule	MBTA		
MA	Gloucester	Pre-Rule	MBTA		
MA	Belmont	Pre-Rule	MBTA		
MA	Reading	Pre-Rule	MBTA		
MA	Concord	New	MBTA		
MA	Ipswich	Pre-Rule	MBTA		
MA	Weston	Pre-Rule	MBTA		
MA	Lincoln	Pre-Rule	MBTA		
MA	Wakefield	Pre-Rule	MBTA		
MA	Norfolk	Pre-Rule	MBTA		
MA	Wilmington	Pre-Rule	GRS		
MA	Ayer	Pre-Rule	ATK		
MA	Acton	Pre-Rule	MBTA		
MA	Melrose	Pre-Rule	MBTA		
MA	Medford	Pre-Rule	MTA		
MA	Somerville	Pre-Rule	MBTA		
MA	Waltham	Pre-Rule	MBTA		
MA	Hingham	New	MBTA		
MA	Rowley	New Partial	MBTA		
			<b>Total Number of Records for State</b>	<b>MA</b>	<b>28</b>
MD	Hagerstown	Pre-Rule	CSX		
MD	Cumberland	Pre-Rule	CSX		
MD	Cumberland	Pre-Rule	CSX		
			<b>Total Number of Records for State</b>	<b>MD</b>	<b>3</b>

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State	City	QZType	RailRoad			
ME	Pittsfield	Pre-Rule	ST			
ME	Rockland	Pre-Rule	MC			
ME	Yarmouth	Pre-Rule	SLR			
ME	Falmouth	Pre-Rule	ST			
ME	Portland (2)	Pre-Rule	ST			
ME	Portland (3)	Pre-Rule	ST			
ME	Livermore Falls	Pre-Rule	ST			
ME	Presque Isle	Pre-Rule	BAR			
ME	Westbrook	Pre-Rule	ST			
ME	Westbrook	Pre-Rule	ST			
ME	Portland (1)	Pre-Rule	ST			
ME	Millinocket	Pre-Rule	BAR			
ME	Brunswick	New	Main Coast RR			
ME	Rockland (New)	New	Maine Eastern RR			
ME	Fairfield	Pre-Rule	Guilford			
ME	Waterville	Pre-Rule	GRS			
				<b>Total Number of Records for State</b>	<b>ME</b>	<b>16</b>
MI	Iron Mountain	Pre-Rule	Escanaba & Lake			
MI	Durand	Pre-Rule	GTW			
MI	Durand	Pre-Rule	GTW			
MI	Durand	Pre-Rule	GTW			
MI	Durand	Pre-Rule	GTW			
				<b>Total Number of Records for State</b>	<b>MI</b>	<b>5</b>

State	City	QZType	RailRoad
MN	South St. Paul	Pre-Rule	UP
MN	Minnetonka	New	CP
MN	St Cloud	New	BNSF
MN	Dilworth	New	BNSF
MN	St. Paul Park	New	BNSF
MN	Moorhead	New	BNSF Railroad
MN	Proctor	Pre-Rule	CN
MN	Medina	New	UP
MN	Little Falls	New	BNSF
MN	Coon Rapids 2	New	BNSF
MN	Brooklyn Center	New	SOO
MN	Minnetonka	New	CPR
MN	Dellwood	New Partial	SOO
MN	Duluth (BNSF)	Pre-Rule	BNSF
MN	Greenfield	New	CP
MN	Bayport	Pre-Rule	UP
MN	Saint Paul	Pre-Rule	SOO
MN	Saint Paul	Pre-Rule	UP
MN	Saint Paul	Pre-Rule	MNNR
MN	Minneapolis MN&S	Pre-Rule	SOO
MN	Winona	Pre-Rule	SOO
MN	Minneapolis Wayz	Pre-Rule	BNSF
MN	Minneapolis Grov	Pre-Rule	BNSF
MN	Minneapolis Talm	Pre-Rule	BNSF
MN	Minneapolis CPRR	Pre-Rule	SOO
MN	Minneapolis Broa	Pre-Rule	MNNR
MN	Minneapolis Henn	Pre-Rule	MNNR
MN	Minneapolis Hiaw	Pre-Rule	SOO
MN	Minneapolis Prog	Pre-Rule	SOO
MN	Minneapolis TCWR	Pre-Rule	TCW
MN	Duluth (SLLX)	Pre-Rule	SLLX
MN	Duluth CN	Pre-Rule	DMIR
MN	Duluth (UP)	Pre-Rule	UP
MN	Duluth (Soo)	Pre-Rule	SOO
MN	Northfield	Pre-Rule	SOO
MN	Coon Rapids	New	BNSF
MN	Saint Paul	Pre-Rule	BNSF
MN	Plymouth	Pre-Rule	CP

Total Number of Records for State MN 38

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State	City	QZType	RailRoad		
MO	St. Louis	Pre-Rule	UP		
MO	St. Louis	Pre-Rule	NS		
MO	Oakland	Pre-Rule	BSNF		
MO	Oakland	Pre-Rule	UP		
MO	St. Louis	Pre-Rule	BNSF		
MO	Webster Groves	Pre-Rule	BNSF		
MO	Maplewood	Pre-Rule	UP		
MO	Kirkwood	Pre-Rule	UP		
MO	Webster Groves	Pre-Rule	UP		
MO	Shrewsbury	Pre-Rule	BNSF		
MO	Kirkwood	Pre-Rule	BSNF		
MO	Seymour	New	BNSF		
MO	Webster Groves	Pre-Rule	UP		
MO	Webster Groves	New	UP		
MO	Springfield	New	BNSF		
MO	St. Louis	Pre-Rule	MRS		
MO	St. Louis	Pre-Rule	UP/TRRA		
MO	Osage County	New Partial	UP		
MO	Washington	New	UP		
MO	St. Louis	Pre-Rule	BSDA		
			<b>Total Number of Records for State</b>	<b>MO</b>	<b>20</b>
NC	Rocky Mount	Pre-Rule	CSX		
NC	Rocky Mount	Pre-Rule	CSX		
NC	New Bern	Pre-Rule	NS		
			<b>Total Number of Records for State</b>	<b>NC</b>	<b>3</b>
ND	Fargo	New	BNSF Railroad		
			<b>Total Number of Records for State</b>	<b>ND</b>	<b>1</b>
NJ	Westfield	New	NS		
NJ	Montclair	Pre-Rule	NJTR		
			<b>Total Number of Records for State</b>	<b>NJ</b>	<b>2</b>
NM	Alamogordo	New	UP		
NM	Deming	New	Union Pacific		
NM	Albuquerque P1	New	NNRX		
			<b>Total Number of Records for State</b>	<b>NM</b>	<b>3</b>
NY	Watervliet	Pre-Rule	DH		
NY	Cohoes	Pre-Rule	DH		
			<b>Total Number of Records for State</b>	<b>NY</b>	<b>2</b>
OH	Moraine	New	CSX		
			<b>Total Number of Records for State</b>	<b>OH</b>	<b>1</b>

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State	City	QZType	RailRoad			
OR	Westfir	New	UP			
OR	The Dalles	Pre-Rule	UP			
OR	Pendleton	Pre-Rule	UP			
OR	Umatilla County	Pre-Rule	UP			
				<b>Total Number of Records for State</b>	<b>OR</b>	<b>4</b>
PA	Hanover	Pre-Rule	CSX			
PA	York	Pre-Rule	NS			
PA	Lower Makefield	New Partial	CSX Railroad			
				<b>Total Number of Records for State</b>	<b>PA</b>	<b>3</b>
SC	North Charleston	New	CXS Railroad			
SC	Spartanburg	New	Norfolk Southern			
				<b>Total Number of Records for State</b>	<b>SC</b>	<b>2</b>
TX	Midland	New	Union Pacific			
TX	Murphy	New	UP			
TX	Plano	New	KCS			
TX	Plano	New	BNSF RR			
TX	Richardson	New	KCS			
TX	Houston	New	UP			
TX	Watauga	New	UP			
TX	Fort Worth 1	New	BNSF, Amtrak,			
TX	Fort Worth 3	New	TRE			
TX	Texarkana	New	KCS			
TX	Fort Worth 2	New	FWWR			
TX	Irving	New	TRE			
TX	Austin	New	AUAR			
TX	Austin	New	AUAR			
TX	Austin	New	UP			
TX	Richmond	New	BNSF			
TX	Irving	New	DART			
TX	Austin	New	AUAR			
				<b>Total Number of Records for State</b>	<b>TX</b>	<b>18</b>
UT	Salt Lake City	New	UP			
				<b>Total Number of Records for State</b>	<b>UT</b>	<b>1</b>

State	City	QZType	RailRoad		
VA	Roanoke Belt Lin	Pre-Rule	NS		
VA	Roanoke Blue Rid	Pre-Rule	NS		
VA	Roanoke Coke	Pre-Rule	NS		
VA	Roanoke Industri	Pre-Rule	NS		
VA	RoanokeTerm	Pre-Rule	NS		
VA	Roanoke VGN	Pre-Rule	NS		
VA	Salem- Chrstnsbg	Pre-Rule	NS		
VA	Salem-White.Thorn	Pre-Rule	NS		
VA	Williamsburg	Pre-Rule	CSX		
VA	Christiansburg	Pre-Rule	NS		
VA	Bluefield	Pre-Rule	NS		
VA	Buchanan	Pre-Rule	NS		
VA	Ashland	Pre-Rule	CSX		
VA	Abingdon	Pre-Rule	NS		
VA	Charlottesville	Pre-Rule	CSX		
VA	Culpeper	Pre-Rule	NS		
VA	Appalachia	Pre-Rule	NS		
VA	Suffolk	Pre-Rule	NS		
VA	Rocky Mount	Pre-Rule	NS		
VA	Vinton	Pre-Rule	NS		
VA	Manassas	Pre-Rule	NS		
VA	Chesterfield Cty	New Partial	csx		
VA	Manassas	Pre-Rule	NS		
VA	Vinton	Pre-Rule	NS		
VA	Chesterfield Cou	New Partial	CSX		
			<b>Total Number of Records for State</b>	<b>VA</b>	<b>25</b>
VT	Burlington	New	Vermont RWY		
			<b>Total Number of Records for State</b>	<b>VT</b>	<b>1</b>
WA	Spokane Valley	New	BNSF		
WA	Spokane	Pre-Rule	UP		
WA	Wenatchee	Pre-Rule	BNSF		
WA	Seattle	Pre-Rule	BNSF		
			<b>Total Number of Records for State</b>	<b>WA</b>	<b>4</b>

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State	City	QZType	RailRoad
WI	La Crosse	Pre-Rule	BNSF
WI	La Crosse	Pre-Rule	BNSF
WI	La Crosse CP 2	Pre-Rule	SOO
WI	Oshkosh	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	La Crosse	Pre-Rule	BNSF
WI	Wauwatosa	Pre-Rule	SOO
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Green Bay	Pre-Rule	WC
WI	Burlington	Pre-Rule	WC
WI	Superior	Pre-Rule	BNSF
WI	Superior	Pre-Rule	WC
WI	Prairie du Chien	Pre-Rule	BNSF
WI	Fond Du Lac	Pre-Rule	WC
WI	Watertown	Pre-Rule	SOO
WI	Watertown	Pre-Rule	UP
WI	Watertown	Pre-Rule	WSOR
WI	Pleasant Prairie	Pre-Rule	UP
WI	Fox Point	Pre-Rule	UP
WI	Spencer	Pre-Rule	WC
WI	Milwaukee	Pre-Rule	UP
WI	Waukesha	Pre-Rule	WC
WI	Waukesha	Pre-Rule	WC
WI	Waukesha	Pre-Rule	WSOR
WI	Elm Grove	Pre-Rule	SOO
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Menasha	Pre-Rule	WC
WI	Milwaukee	Pre-Rule	UP
WI	Ashwaubenon	New	CN
WI	North Fond du La	Pre-Rule	WC
WI	Milwaukee	New	SOO
WI	Mukwonago	Pre-Rule	WC
WI	Richfield	New	CN
WI	Fond du Lac	Pre-Rule	WC
WI	Marshfield	Pre-Rule	WC
WI	Neenah	Pre-Rule	WC
WI	Junction City	Pre-Rule	WC
WI	West Allis	Pre-Rule	UP
WI	West Allis	Pre-Rule	UP
WI	Wauwatosa City	Pre-Rule	SOO
WI	Superior	Pre-Rule	SOO
WI	Superior	Pre-Rule	UP
WI	Superior	Pre-Rule	UP

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State	City	QZType	RailRoad			
WI	Superior	Pre-Rule	BNSF			
WI	Superior	Pre-Rule	BNSF			
WI	Superior	Pre-Rule	BNSF			
WI	Superior	Pre-Rule	BNSF			
WI	Superior	Pre-Rule	BNSF			
WI	Oconomowoc Lake	New	CP			
WI	La Crosse TK76	Pre-Rule	BNSF			
WI	Wausau Throu Lon	Pre-Rule	WSOR			
WI	Wausau West Ind	Pre-Rule	WSOR			
WI	Wausau 3M Spur	Pre-Rule	WSOR			
WI	Wausau James Riv	Pre-Rule	WSOR			
WI	Madison QZ 3	New	WSOR			
				<b>Total Number of Records for State</b>	<b>WI</b>	<b>63</b>
WV	Chesapeake	New	Amtrak, CSX			
				<b>Total Number of Records for State</b>	<b>WV</b>	<b>1</b>
				<b>Total Number of records:</b>		<b>302</b>



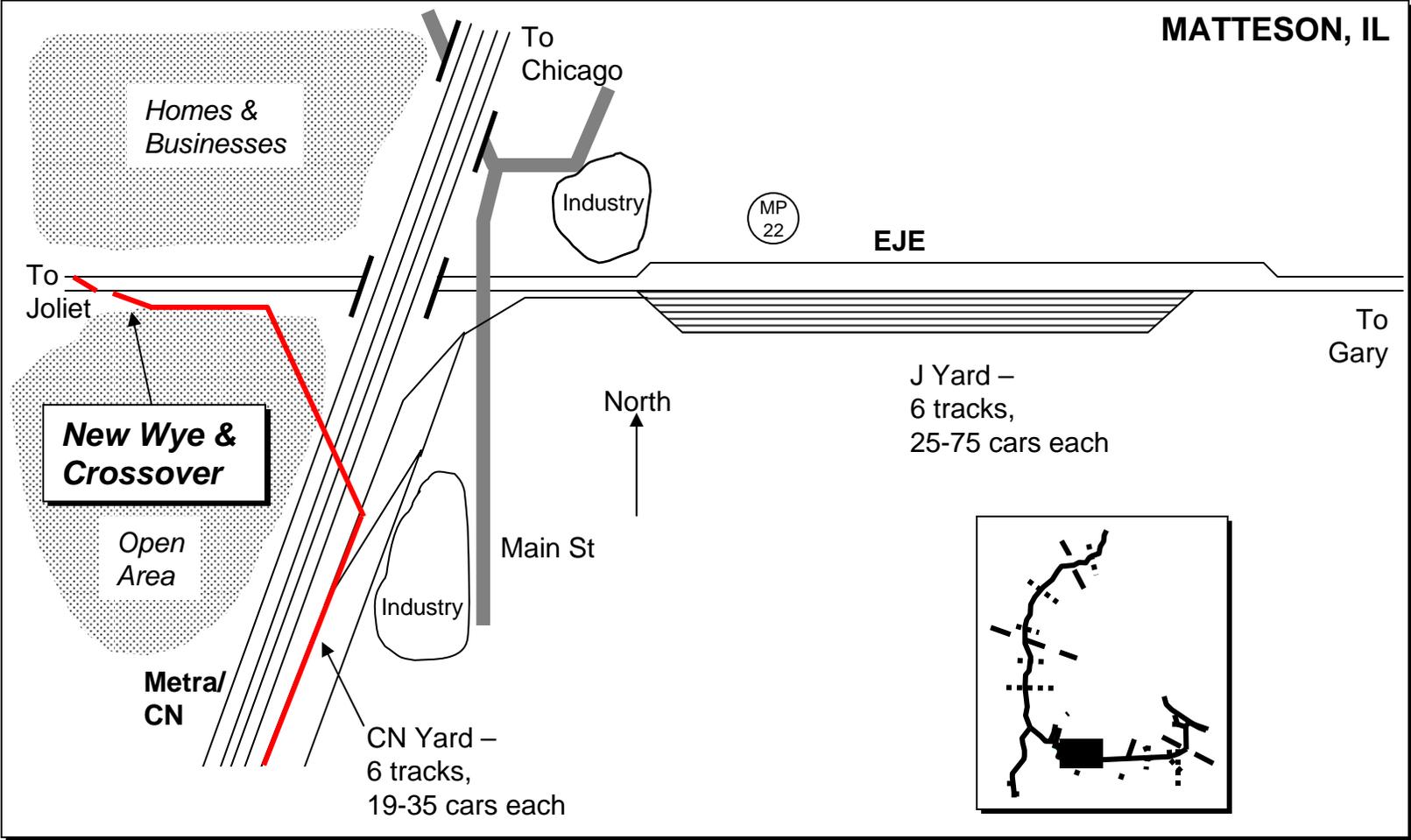
Pointer 41°33'15.87" N 88°04'11.98" W elev 559 ft Street

Revisions		 Southern Region	CHICAGO TERMINAL DIV	
Date	By		JOLIET	SUB
Approvals		JOLIET, IL LOCATION		
25 MPH NORTHEAST CONNECTION JOLIET SUB TO EJ&E WESTERN SUB Operating Company: ICRR-EJ&E				
OFFICE OF REGIONAL CHIEF ENGINEER				
Sheet		Drawn by: dec	Scale: 1"=100'	Dwg. No.
1 of 1		Chkd. by: dal	Date: 8/27/07	File No.



Revisions		CHICAGO TERMINAL DIV	
Date	By	JOLIET, IL	
03/03/08	JM	LOCATION	
Approvals		OFFICE OF REGIONAL CHIEF ENGINEER	
		DRAWN BY: JMT	
		CHECKED BY: DEC	
		DATE: 2/29/08	
		SCALE: 1"=100'	
		DWG. NO.:	
		FILE NO.:	
Sheet 1 of 1		25 MPH NORTHWEST CONNECTION	
		JOLIET SUB TO E&E WESTERN SUB	
		Operating Company: IORR-EJ&E	
		Southern Region	
		CN	

# Matteson, Illinois – Chicago Sub and EJE



Alternate alignment

Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 1	Chicago	7.9	Markham	21.8	Matteson	29.7	12.6	10.0	(2.6)
CN 2	Chicago	1.8	Harvey	20.0	Markham	21.8	21.1	2.0	(19.1)
CN 3	Chicago	2.1	Riverdale	17.9	Harvey	20.0	8.4	2.0	(6.4)
CN 4	Chicago	2.4	Wildwood	15.5	Riverdale	17.9	8.4	2.0	(6.4)
CN 5	Chicago	1.0	Kensington	14.5	VVildwood	15.5	8.4	2.0	(6.4)
CN 6	Chicago	2.8	94th St	11.7	Kensington	14.5	8.4	2.0	(6.4)
CN 7	Chicago	3.6	67th St	8.1	94th St	11.7	6.4	-	(6.4)
CN 8	Chicago	6.6	16th St	1.5	67th St	8.1	6.4	-	(6.4)
CN 9	Freeport	2.3	16th St	2.1	Bridgeport	4.4	4.6	-	(4.6)
CN 10	Freeport	3.9	Bridgeport	4.4	Belt Xing	8.3	2.5	-	(2.5)
CN 11	Freeport	0.6	Belt Xing	8.3	Hawthorne	8.9	4.5	-	(4.5)
CN 12	Freeport	5.8	Hawthorne	8.9	Broadview (IHB)	14.7	4.4	1.7	(2.7)
CN 13A	Freeport	3.6	Broadview (IHB)	14.7	Du Page-Cook Co Line	18.3	3.0	1.7	(1.3)
CN 13B	Freeport	17.4	Du Page-Cook Co Line	18.3	Munger (EJE)	35.7	3.0	1.7	(1.3)
CN 14	Joliet	4.4	Bridgeport	3.5	Lemoynes	7.9	2.1	-	(2.1)
CN 15	Joliet	2.5	Lemoynes	7.9	Glenn Yard	10.4	2.1	2.0	(0.1)
CN 16	Joliet	2.7	Glenn Yard	10.4	Argo	13.1	5.8	2.0	(3.8)
CN 17	Joliet	12.2	Argo	13.1	Lemont	25.3	1.8	2.0	0.2
CN 18	Joliet	11.5	Lemont	25.3	Joliet	36.8	1.8	2.0	0.2
CN 19	Waukesha	0.1	Madison St	10.9	Forest Park	11.0	5.4	-	(5.4)
CN 20	Waukesha	4.5	Forest Park	11.0	B12	15.5	5.4	-	(5.4)
CN 21	Waukesha	2.3	B12	15.5	Schiller Park	17.8	19.3	2.0	(17.3)
CN 22	Waukesha	20.1	Schiller Park	17.8	Leithton	37.9	19.1	2.0	(17.1)
CN 23A	Elsdon	5.5	ILL-IN State Line	30.6	Griffith	36.1	22.1	2.9	(19.2)
CN 23B	Elsdon	5.4	Thornton Jct. (UP)	25.2	ILL-IN State Line	30.6	22.1	2.9	(19.2)
CN 24	Elsdon	2.0	CN Jct.	23.2	Thornton Jct. (UP)	25.2	19.5	1.0	(18.5)
CN 25	Elsdon	3.9	Blue Island	19.3	CN Jct.	23.2	14.9	1.0	(13.9)
CN 26	Elsdon	7.5	Hayford	11.8	Blue Island	19.3	3.4	-	(3.4)
CN 27	Elsdon	3.1	Elsdon	8.7	Hayford	11.8			-
CN 28	Elsdon	3.7	Union Ave	5.0	Elsdon	8.7			-
CN 29	Waukesha	6.1	Leithton	37.9	Gray's Lake	44.0			-
CN 30A	Freeport	1.6	Munger (EJE)	35.7	Du Page-Kane Co Line	37.3			-
CN 30B	Freeport	1.8	Du Page-Kane Co Line	37.3	Coleman	39.1			-
CN 31(UP)	Joliet	2.3	Joliet	36.8	So. Joliet	39.1			-
CN 32	Chicago	4.7	Matteson	29.7	Mill Street	34.4			-

Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 33	South Bend	5.0	Griffith	36.1	Broadway	41.1			-
EJE -2	Lakefront Line	4.2	Hammond	4.2	South Chicago	-	0.9	0.9	-
EJE -1	Lakefront Line	4.6	Indiana Harbor	8.8	Hammond	4.2	1.8	1.8	-
EJE 0	Lakefront Line	3.4	Gary (Kirk Yard)	12.2	Indiana Harbor	8.8	3.5	3.5	-
EJE 1	Eastern	2.2	Cavanaugh	43.2	Gary (Kirk Yard Jct)	45.4	11.8	31.8	20.0
EJE 2	Eastern	1.4	Ivanhoe	41.8	Cavanaugh	43.2	9.8	29.8	20.0
EJE 3	Eastern	2.0	Van Loon	39.8	Ivanhoe	41.8	9.7	29.7	20.0
EJE 4	Eastern	3.6	Griffith	36.2	Van Loon	39.8	7.6	28.6	21.0
EJE 5A	Eastern	5.7	Chicago Heights	25.2	Dyer (State Line)	30.9	10.2	34.2	23.9
EJE 5B	Eastern	5.4	Dyer (State Line)	30.9	Griffith	36.2	10.2	34.2	23.9
EJE 6	Eastern	3.5	Matteson (CN/METRA OH)	21.7	Chicago Heights	25.2	8.6	31.6	22.9
EJE 7A	Eastern	1.0	Rock Island Jct	0.8	Marble Falls (end of existing DT)	1.8	6.4	28.3	21.9
EJE 7B	Eastern	9.8	Marble Falls (end of existing DT)	1.8	West Frankfort (end prop DT, begin of existing siding)	11.6	6.4	28.3	21.9
EJE 7C	Eastern	3.0	West Frankfort (end prop DT, begin of existing siding)	11.6	East Frankfort (end of existing siding, begin single track)	14.6	6.4	28.3	21.9
EJE 7D	Eastern	2.5	East Frankfort (end of existing siding, begin single track)	14.6	Will / Cook County line	17.1	6.4	28.3	21.9
EJE 7E	Eastern	3.3	Will / Cook County line	17.1	West End Matteson (Begin existing DT)	20.4	6.4	28.3	21.9
EJE 7F	Eastern	1.3	West End Matteson (Begin existing DT)	20.4	Matteson (CN/METRA OH)	21.7	6.4	28.3	21.9
EJE 8A	Western	2.3	E Bridge Jct	2.3	East Joliet	-	18.5	42.3	23.8
EJE 8B	Eastern	0.8	East Joliet	0.0	Rock Island Jct	0.8	18.5	42.3	23.8
EJE 9A	Western	1.1	Walker	10.9	IRL Jct	9.8	18.5	42.3	23.8
EJE 9B	Western	7.5	IRL Jct	9.8	E Bridge Jct	2.3	18.5	42.3	23.8
EJE 10A	Western	3.9	East Siding (begin proposed double track)	21.1	Du Page / Will County line	17.2	15.7	39.5	23.8
EJE 10B	Western	1.0	Du Page Will County line	17.2	95th St (end prop DT, begin existing siding)	16.2	15.7	39.5	23.8
EJE 10C	Western	1.5	95th St (end prop DT, begin existing siding)	16.2	111th St (existing siding becomes double track)	14.7	15.7	39.5	23.8
EJE 10D	Western	2.2	111th St (existing siding becomes double track)	14.7	Normantown (begin proposed double track)	12.5	15.7	39.5	23.8
EJE 10E	Western	1.6	Normantown (begin proposed double track)	12.5	Walker (end proposed double track)	10.9	15.7	39.5	23.8

Segment #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
EJE 11	Western	7.8	West Chicago	28.9	East Siding	21.1	10.7	31.6	20.9
EJE 12	Western	6.6	Munger	35.5	West Chicago	28.9	4.4	23.4	19.0
EJE 13A	Western	0.9	Spaulding	37.6	Cook / Du Page County line	36.7	5.5	22.5	17.0
EJE 13B	Western	1.2	Cook / DuPage County line	36.7	Munger	35.5	5.5	22.5	17.0
EJE 14A	Western	1.0	Leithton (connection and begin existing siding)	60.3	Diamond Lake (end of existing siding)	59.3	5.3	20.3	15.0
EJE 14B	Western	2.3	Diamond Lake (begin proposed siding)	59.3	Gilmer (end of proposed siding)	57.0	5.3	20.3	15.0
EJE 14C	Western	7.7	Gilmer (end of proposed siding)	57.0	Lake/Cook County line	49.3	5.3	20.3	15.0
EJE 14D	Western	11.7	Lake/Cook County line	49.3	Spaulding	37.6	5.3	20.3	15.0
EJE 15	Western	5.2	Rondout	65.5	Leithton (begin existing siding)	60.3	3.2	3.2	-
EJE 16	Western	9.1	Waukegan	74.6	Rondout	65.5			-
EJE 17	Illinois River	20.4	Plainfield	9.8	Goose Lake	30.2			-
EJE 18	Romeoville/Paul Ales Branch	6.0	E Bridge Jct	0.0	Romeoville	6.0			-
EJE 19	Downtown Line (H yard)	1.4	Collins Street	0.7	Joliet	2.1			-
EJE 20	Hammond Branch	1.0	Shearson	44.0	Indianapolis Blvd	45.0			-
EJE 21	Whiting Branch	5.2	Cavanaugh	43.0	Whiting	48.2			-
EJE 22	City Track	6.6	Kirk Yard	0.0	Miller	6.6			-
EJE 23	Phoenix Lead	1.1	Spragues	0.0	Joliet	1.1			-

**Question 10: Estimated fuel use (gallons/year) for:**  
 (1) existing rail traffic that would be diverted to the EJ&E, and  
 (2) for the same traffic when operating on the EJ&E

	<b>Total Gallons (Imp) per Day</b> from previous information (above): Fuel Consumption Summary for Line Segments		<b>Estimated Annual Fuel Use</b> imperial gallons / year Total gallons (Imp) / day x 365 days / year		<b>Additional Information</b> gallons (Imp) / 1000 GTM's	
	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>
CN Trains on EJ&E Lines	366	15,630	133,537	5,705,001	1.08	0.79
CN Trains on CN and Other lines	11,317	1,704	4,130,579	621,946	0.94	1.01
<b>TOTAL</b>	<b>11,683</b>	<b>17,334</b>	<b>4,264,116</b>	<b>6,326,946</b>	<b>0.94</b>	<b>0.81</b>

	<b>Total Gallons (US) per Day</b> from previous information (above): Fuel Consumption Summary for Line Segments <i>1 imperial gallon = 1.200949 US gallons</i>		<b>Estimated Annual Fuel Use</b> US gallons / year Total gallons (Imp) / day x 365 days / year <i>1 imperial gallon = 1.200949 US gallons</i>		<b>Additional Information</b> gallons (US) / 1000 GTM's <i>1 imperial gallon = 1.200949 US gallons</i>	
	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>
CN Trains on EJ&E Lines	439	18,771	160,371	6,851,415	1.29	0.95
CN Trains on CN and Other lines	13,591	2,046	4,960,615	746,925	1.13	1.22
<b>TOTAL</b>	<b>14,030</b>	<b>20,817</b>	<b>5,120,986</b>	<b>7,598,340</b>	<b>1.13</b>	<b>0.97</b>

**Previous Supplied Information:**  
**Fuel Consumption Summary for Line Segments in United States**  
**Affected by Canadian National/EJ&E West Company Transaction**

**EJE Lines**

	<b>Total Gallons (Imp) per Day</b>		<b>Total GTM's per Day</b>		<b>GTM's/Gallon (Imp)</b>	
	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>
EJE Trains	2,849	2,849	2,549,135	2,549,135	895	895
Other Trains	1,577	1,577	1,829,254	1,829,254	1,160	1,160
CN Trains	366	15,630	340,192	19,677,755	930	1,259
<b>Total</b>	<b>4,792</b>	<b>20,056</b>	<b>4,718,581</b>	<b>24,056,144</b>	<b>985</b>	<b>1,199</b>

**CN and Other Lines**

	<b>Total Gallons (Imp) per Day</b>		<b>Total GTM's per Day</b>		<b>GTM's/Gallon (Imp)</b>	
	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>	<b>Pre-Transaction</b>	<b>Post-Transaction</b>
<b>Total</b>	<b>11,317</b>	<b>1,704</b>	<b>12,066,766</b>	<b>1,681,185</b>	<b>1,066</b>	<b>987</b>

## Fuel Consumption Detail for EJE Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

### Fuel Consumption - Pre-Transaction

				CN						EJE						Other											
Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Total Fuel Consumption		
				Forward	Reverse	Forward	Reverse				Forward	Reverse	Forward	Reverse				Forward	Reverse	Forward	Reverse						
EJE	14	Leighton	Spaulding	231.7	173.5	209.5	162.9	194.4	1.1	211.4	117.1	91.5	103.6	84.0	99.1	3.5	342.7	182.7	143.5	163.0	131.9	155.3	0.7	115.3	669.5		
EJE	13	Spaulding	Munger	9.3	17.1	9.4	16.2	13.0	1.1	14.1	6.7	7.5	6.7	5.3	6.6	3.6	23.9	9.7	10.3	9.7	7.1	9.2	0.7	6.8	44.6		
EJE	12	Munger	West Chicago	49.6	76.0	40.5	57.7	55.8	0.0	0.0	23.2	42.6	18.2	31.6	28.9	3.6	105.5	37.0	69.1	28.4	52.3	46.7	0.7	34.7	140.1		
EJE	11	West Chicago	East Siding	52.9	75.4	52.1	62.9	60.8	0.0	0.0	28.0	40.3	28.0	31.5	32.0	7.6	241.9	43.7	64.4	43.7	48.7	50.1	3.1	156.0	397.9		
EJE	10	East Siding	Walker	44.1	85.3	44.6	87.7	65.4	0.0	0.0	18.8	43.9	18.7	45.9	31.8	8.9	282.8	29.3	68.4	29.3	72.5	49.9	6.8	340.9	623.7		
EJE	9	Walker	Bridge Junction	69.3	99.9	45.7	95.7	77.7	0.0	0.0	35.0	58.1	22.3	52.3	41.9	11.6	487.0	54.1	91.1	34.8	82.7	65.7	6.8	448.9	935.9		
EJE	8	Bridge Junction	Rock Island Jct	6.0	13.7	3.4	12.4	8.9	0.0	0.0	6.1	11.4	4.6	10.6	8.2	15.4	125.8	6.3	16.6	3.4	15.1	10.4	3.1	32.2	158.0		
EJE	7	Rock Island Jct	Matteson	207.7	141.4	207.7	119.4	169.1	0.0	0.0	107.3	74.5	107.3	62.3	87.9	4.8	423.8	169.0	113.0	169.0	93.5	136.1	1.6	213.0	636.8		
EJE	6	Matteson	Chicago Hts	24.0	37.1	17.2	37.2	28.9	1.2	35.6	12.7	21.2	8.1	21.2	15.8	5.8	92.4	20.1	34.0	12.8	34.0	25.2	1.6	39.5	167.5		
EJE	5	Chicago Hts	Griffith	75.6	99.0	73.7	91.1	84.9	0.0	104.7	42.0	54.8	40.0	49.4	46.6	6.9	322.9	64.9	86.9	62.2	78.9	73.2	2.1	151.9	579.5		
EJE	4	Griffith	Van Loon	31.3	40.0	26.2	28.4	31.5	0.0	0.0	19.1	22.5	14.4	14.7	17.7	7.1	125.5	29.7	35.6	22.9	23.2	27.9	0.5	14.8	140.3		
EJE	3	Van Loon	Ivanhoe	22.5	23.8	14.4	16.1	19.2	0.0	0.0	13.3	14.3	5.4	8.7	10.4	9.1	95.3	22.0	23.4	8.6	14.1	17.0	0.5	9.0	104.4		
EJE	2	Ivanhoe	Cavanaugh	11.2	12.6	7.7	13.3	11.2	0.0	0.0	6.4	6.4	4.3	6.6	5.9	9.2	54.6	8.7	10.3	5.9	10.4	8.8	0.5	4.7	59.3		
EJE	1	Cavanaugh	Gary	15.7	19.8	13.8	19.8	17.3	0.0	0.0	8.4	14.0	8.2	14.0	11.2	11.2	125.2	13.3	21.1	13.3	21.1	17.2	0.5	9.1	134.3		
<b>Total Gallons (Imp) per Day</b>																						2,849		1,577		4,792	
<b>Total GTM's per Day</b>																						2,549,135		1,829,254		4,718,581	
<b>GTM's/Gallon (Imp)</b>																						895		1,160		985	

### Fuel Consumption - Post-Transaction

				CN						EJE						Other											
Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Gals(Imp)	Total Fuel Consumption		
				Forward	Reverse	Forward	Reverse				Forward	Reverse	Forward	Reverse				Forward	Reverse	Forward	Reverse						
EJE	14	Leighton	Spaulding	200.4	153.2	181.0	142.5	169.3	16.1	2,723.2	117.1	91.5	103.6	84.0	99.1	3.5	342.7	182.7	143.5	163.0	131.9	155.3	0.7	115.3	3181.3		
EJE	13	Spaulding	Munger	9.2	15.5	9.3	13.6	11.9	18.1	215.4	6.7	7.5	6.7	5.3	6.6	3.6	23.9	9.7	10.3	9.7	7.1	9.2	0.7	6.8	246.1		
EJE	12	Munger	West Chicago	42.7	69.6	34.8	52.8	50.0	19.0	950.2	23.2	42.6	18.2	31.6	28.9	3.6	105.5	37.0	69.1	28.4	52.3	46.7	0.7	34.7	1090.3		
EJE	11	West Chicago	East Siding	49.7	68.3	49.6	56.2	56.0	20.9	1,171.4	28.0	40.3	28.0	31.5	32.0	7.6	241.9	43.7	64.4	43.7	48.7	50.1	3.1	156.0	1569.2		
EJE	10	East Siding	Walker	35.4	75.8	35.5	78.5	56.3	23.8	1,341.6	18.8	43.9	18.7	45.9	31.8	8.9	282.8	29.3	68.4	29.3	72.5	49.9	6.8	340.9	1965.3		
EJE	9	Walker	Bridge Junction	60.4	92.2	39.9	87.0	69.9	23.8	1,665.1	35.0	58.1	22.3	52.3	41.9	11.6	487.0	54.1	91.1	34.8	82.7	65.7	6.8	448.9	2601.0		
EJE	8	Bridge Junction	Rock Island Jct	5.8	13.5	3.5	12.3	8.8	23.8	209.1	6.1	11.4	4.6	10.6	8.2	15.4	125.8	6.3	16.6	3.4	15.1	10.4	3.1	32.2	367.1		
EJE	7	Rock Island Jct	Matteson	181.5	125.2	181.4	105.6	148.4	21.9	3,254.6	107.3	74.5	107.3	62.3	87.9	4.8	423.8	169.0	113.0	169.0	93.5	136.1	1.6	213.0	3891.4		
EJE	6	Matteson	Chicago Hts	21.2	34.6	15.1	34.7	26.4	24.2	637.7	12.7	21.2	8.1	21.2	15.8	5.8	92.4	20.1	34.0	12.8	34.0	25.2	1.6	39.5	769.6		
EJE	5	Chicago Hts	Griffith	69.5	91.2	67.5	83.7	78.0	25.2	1,961.6	42.0	54.8	40.0	49.4	46.6	6.9	322.9	64.9	86.9	62.2	78.9	73.2	2.1	151.9	2496.3		
EJE	4	Griffith	Van Loon	29.7	36.5	25.9	25.3	29.4	21.0	616.4	19.1	22.5	14.4	14.7	17.7	7.1	125.5	29.7	35.6	22.9	23.2	27.9	0.5	14.8	756.7		
EJE	3	Van Loon	Ivanhoe	21.4	22.9	10.5	15.1	17.5	20.0	349.5	13.3	14.3	5.4	8.7	10.4	9.1	95.3	22.0	23.4	8.6	14.1	17.0	0.5	9.0	453.9		
EJE	2	Ivanhoe	Cavanaugh	10.5	10.7	6.2	11.7	9.8	20.0	195.5	6.4	6.4	4.3	6.6	5.9	9.2	54.6	8.7	10.3	5.9	10.4	8.8	0.5	4.7	254.8		
EJE	1	Cavanaugh	Gary	14.1	20.2	13.3	20.2	17.0	20.0	339.0	8.4	14.0	8.2	14.0	11.2	11.2	125.2	13.3	21.1	13.3	21.1	17.2	0.5	9.1	473.3		
<b>Total Gallons (Imp) per Day</b>																						2,849		1,577		20,056	
<b>Total GTM's per Day</b>																						2,549,135		1,829,254		24,056,144	
<b>GTM's/Gallon (Imp)</b>																						895		1,160		1,199	

# Fuel Consumption Detail for CN and Other Non-EJE Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

## Fuel Consumption - Pre-Transaction

Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Fuel Consumption
				Forward	Reverse	Forward	Reverse			
BRC	1	Rockwell St	Hayford	2.4	4.2	2.3	4.3	3.3	2.2	7.4
BRC	2	Hayford	Clearing East	1.9	1.7	1.9	1.7	1.8	5.6	10.2
BRC	3	Clearing East	55th St	13.9	18.8	13.9	18.7	16.3	5.6	92.1
BRC	4	55th St	Lemoyne	12.3	8.4	12.3	8.4	10.4	10.1	104.5
BRC	5	Lemoyne	Hawthorne Crossing	3.2	0.8	3.5	0.9	2.1	10.1	21.2
BRC	6	Hawthorne Crossing	Cicero	6.0	0.5	2.0	0.5	2.3	8.1	18.3
BRC	7	Cicero	14th St	15.5	17.3	12.4	16.1	15.3	7.1	109.5
BRC	8	14th St	Cragin	16.5		16.6		16.6	3.6	60.4
BRC	9	Clearing West	55th St	52.8	48.8	40.6	35.3	44.4	4.5	197.7
CN	1	Matteson	Markham	17.7	67.8	23.5	87.3	49.1	12.6	619.0
CN	2	Markham	Harvey	11.7	12.6	17.3	11.2	13.2	21.1	278.0
CN	3	Harvey	Riverdale	12.9	14.4	16.1	17.3	15.2	8.4	128.0
CN	4	Riverdale	Wildwood	13.4	16.2	16.5	22.0	17.0	8.4	142.8
CN	5	Wildwood	Kensington	4.1	6.7	2.6	0.9	3.6	8.4	30.0
CN	6	Kensington	94th St	18.6	19.4	24.1	16.2	19.6	8.4	164.1
CN	7	94th St	67th St	22.8	25.8	26.5	26.5	25.4	6.4	162.1
CN	8	67th St	16th St	37.6	51.7	49.6	59.0	49.5	6.4	315.8
CN	9	16th St	Bridgeport	13.7	10.5	16.9	14.2	13.8	4.6	63.1
CN	10	Bridgeport	Belt Crossing	21.2	22.0	22.6	17.2	20.8	2.5	52.0
CN	11	Belt Crossing	Hawthorne	3.1	3.0	3.4	8.1	4.4	4.5	19.8
CN	12	Hawthorne	Broadview	42.8	24.1	41.2	16.7	31.2	4.4	138.3
CN	13	Broadview	Munger	184.0	94.9	180.5	95.8	138.8	3.0	416.4
CN	14	Bridgeport	Lemoyne	28.4	31.3	28.4	31.3	29.9	2.1	61.8
CN	15	Lemoyne	Glenn Yard	10.6	13.0	10.6	13.0	11.8	2.1	24.4
CN	16	Glenn Yard	Argo	27.4	19.4	27.4	19.4	23.4	5.8	135.2
CN	17	Argo	Lemont	74.8	74.1	74.8	74.1	74.5	1.8	133.4
CN	18	Lemont	Joliet	48.8	73.2	48.8	73.2	61.0	1.8	109.3
CN	19	Madison St	Forest Park		0.8		0.8	0.8	3.5	2.8
CN	20	Forest Park	B12		30.9		30.8	30.9	3.5	107.7
CN	21	B12	Schiller Park	14.3	15.1	9.7	15.2	13.6	19.3	261.5
CN	22	Schiller Park	Leithton	169.2	123.6	162.5	104.2	139.9	19.1	2665.7
CN	23	Griffith	Thornton Jct	78.9	87.0	71.2	79.2	79.1	22.1	1747.4
CN	24	Thornton Jct	CN Jct	14.8	14.0	14.9	13.9	14.4	19.5	281.1
CN	25	CN Jct	Blue Island	25.5	34.8	24.4	34.1	29.7	14.9	441.5
CN	26	Blue Island	Hayford	26.7	19.6	26.8	19.5	23.2	3.4	79.1
CPRS	1	Cragin	B12	32.7		38.0		35.4	3.6	128.8
CSXT	1	46th St	Madison St		19.8		16.1	18.0	3.3	58.8
IHB	1	Dolton	Gibson	40.9		40.8		40.9	1.6	66.6
IHB	2	Blue Island	Ridge	47.1	43.2	43.2	41.7	43.8	9.6	422.0
IHB	3	Ridge	CP Canal	59.8	52.5	59.8	52.4	56.1	9.6	540.8
IHB	4	CP Canal	Broadview	43.6	26.6	39.2	19.0	32.1	10.2	326.8
IHB	5	Broadview	CP Hill	29.8	21.2	20.6	19.0	22.7	11.6	263.4
IHB	6	CP Hill	Norpaul	12.0	12.3	12.0	12.3	12.2	12.1	147.1
IHB	7	Norpaul	B12	9.2	13.0	9.2	12.9	11.1	12.1	134.1
UP	1	Thornton Jct	Yard Center	4.8	7.6	4.8	7.6	6.2	2.6	16.0
UP	2	Yard Center	Dolton	6.6		6.6		6.6	1.6	10.8
<b>Total Gallons (Imp) per Day</b>										11,317
<b>Total GTM's per Day</b>										12,066,766
<b>GTM's/Gallon (Imp)</b>										1,066

# Fuel Consumption Detail for CN and Other Non-EJE Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction

## Fuel Consumption - Post-Transaction

Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals per Train	Trains Per Day	Total Fuel Consumption
				Forward	Reverse	Forward	Reverse			
BRC	1	Rockwell St	Hayford	1.7	3.3	1.7	3.3	2.5	0.0	0.0
BRC	2	Hayford	Clearing East	1.5	1.1	1.4	1.1	1.3	0.0	0.0
BRC	3	Clearing East	55th St	9.7	13.1	9.8	13.0	11.4	0.0	0.0
BRC	4	55th St	Lemoyne	8.8	5.8	8.8	5.9	7.3	2.0	14.7
BRC	5	Lemoyne	Hawthorne Crossing	1.9	1.4	2.1	1.4	1.7	0.0	0.0
BRC	6	Hawthorne Crossing	Cicero	5.5	0.1	1.6	0.1	1.8	0.0	0.0
BRC	7	Cicero	14th St	9.2	12.4	8.2	11.6	10.4	0.0	0.0
BRC	8	14th St	Cragin	11.7		11.6		11.7	0.0	0.0
BRC	9	Clearing West	55th St	36.5	33.5	28.3	24.4	30.7	2.0	61.4
CN	1	Matteson	Markham	15.5	54.5	16.5	68.9	38.9	10.0	388.5
CN	2	Markham	Harvey	7.1	7.6	15.5	6.9	9.3	2.0	18.6
CN	3	Harvey	Riverdale	7.3	10.7	11.9	14.2	11.0	2.0	22.1
CN	4	Riverdale	Wildwood	8.8	14.5	8.7	21.4	13.4	2.0	26.7
CN	5	Wildwood	Kensington	4.0	1.6	1.6	0.5	1.9	2.0	3.9
CN	6	Kensington	94th St	13.4	14.8	21.1	11.8	15.3	2.0	30.6
CN	7	94th St	67th St	17.2	16.6	20.8	18.6	18.3	0.0	0.0
CN	8	67th St	16th St	24.3	44.7	35.7	50.5	38.8	0.0	0.0
CN	9	16th St	Bridgeport	12.1	9.1	12.8	6.9	10.2	0.0	0.0
CN	10	Bridgeport	Belt Crossing	15.2		19.1	15.8	16.7	0.0	0.0
CN	11	Belt Crossing	Hawthorne	2.4	2.0	3.8	5.4	3.4	0.0	0.0
CN	12	Hawthorne	Broadview	30.8	16.6	28.1	11.9	21.9	1.7	37.5
CN	13	Broadview	Munger	133.5	70.1	132.1	70.7	101.6	1.7	174.2
CN	14	Bridgeport	Lemoyne	22.3	25.2	22.3	25.2	23.8	0.0	0.0
CN	15	Lemoyne	Glenn Yard	11.5	11.5	11.5	11.5	11.5	2.0	23.0
CN	16	Glenn Yard	Argo	21.9	13.9	21.9	13.9	17.9	2.0	35.8
CN	17	Argo	Lemont	51.5	51.1	51.5	51.1	51.3	2.0	102.6
CN	18	Lemont	Joliet	33.2	52.2	33.2	52.2	42.7	2.0	85.4
CN	19	Madison St	Forest Park		0.4		0.4	0.4	0.0	0.0
CN	20	Forest Park	B12		22.3		22.3	22.3	0.0	0.0
CN	21	B12	Schiller Park	9.7	12.4	6.4	12.5	10.3	2.0	20.5
CN	22	Schiller Park	Leithton	128.0	95.9	124.0	80.3	107.1	2.0	214.1
CN	23	Griffith	Thornton Jct	66.1	73.1	61.6	67.2	67.0	2.9	191.4
CN	24	Thornton Jct	CN Jct	12.9	10.6	12.9	10.2	11.7	1.0	11.7
CN	25	CN Jct	Blue Island	19.2	30.4	18.1	28.6	24.1	1.0	24.1
CN	26	Blue Island	Hayford	19.9	14.9	19.9	14.9	17.4	0.0	0.0
CPRS	1	Cragin	B12	23.4		27.1		25.3	0.0	0.0
CSXT	1	46th St	Madison St		14.1		11.4	12.8	0.0	0.0
IHB	1	Dolton	Gibson	29.9		29.9		29.9	1.9	55.5
IHB	2	Blue Island	Ridge	36.4	29.7	30.9	28.2	31.3	1.0	31.3
IHB	3	Ridge	CP Canal	45.2	37.9	45.2	37.9	41.6	1.0	41.6
IHB	4	CP Canal	Broadview	30.8	18.4	27.5	13.6	22.6	1.0	22.6
IHB	5	Broadview	CP Hill	23.1	14.7	16.0	12.6	16.6	1.0	16.6
IHB	6	CP Hill	Norpaul	7.5	8.9	7.6	8.8	8.2	2.0	16.4
IHB	7	Norpaul	B12	7.4	9.0	7.4	9.0	8.2	2.0	16.4
UP	1	Thornton Jct	Yard Center	3.4	5.5	3.5	5.5	4.5	1.9	8.3
UP	2	Yard Center	Dolton	4.8		4.8		4.8	1.9	8.9
<b>Total Gallons (Imp) per Day</b>										1,704
<b>Total GTM's per Day</b>										1,681,185
<b>GTM's/Gallon (Imp)</b>										987

## ***CN Cars per Day Handled at BRC Clearing Yard***

### ***Pre-Transaction***

<b>Originating on BRC</b>	<b>Terminating on BRC</b>	<b>To/From a 3rd Party</b>	<b>Total</b>	<b>% of Total Chicago Cars</b>
31.0	27.2	573.4	631.6	14.8%

### ***Post-Transaction***

<b>Originating on BRC</b>	<b>Terminating on BRC</b>	<b>To/From a 3rd Party</b>	<b>Total</b>	<b>% of Total Chicago Cars</b>
31.0	27.2	21.6	79.8	1.9%

### ***Count of CN Cars Originating or Terminating Within or Passing Through Chicago***

<b>Cars/Day</b>
4266.6

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April 1, 2008

**BY FEDEX AND E-MAIL (rutsonv@stb.dot.gov)**

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 responses to the items identified as "Medium Priority Information Requests" in your Data and Information Request #2, which you sent as an enclosure to your letter of March 7, 2008, to Normand Pellerin of CN. As indicated in my letter to you of March 21, 2008, responses to some of these items were provided in my responses to your first Data and Information Request, which you sent as an enclosure to your letter of December 18, 2007, to Mr. Pellerin.

16. Please clarify which railroad controls the interlockings on the EJ&E rail line. On December 7, 2007, CN provided a list of the interlockings on the EJ&E. Please confirm that this list is complete.

EJ&E has provided the following additional information about the locations and control of interlockings on its rail lines:

Western Subdivision and Eastern Subdivision (Waukegan-Gary line)

Upton-automatic  
Rondout- CP locally  
Leithton-CN remote  
Barrington-EJ&E remote  
Spaulding-CP remote

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West Chicago-EJ&E locally  
Bridge Junction-EJ&E remote  
East Joliet (Rock Island)-Metra remote  
Chicago Heights-EJ&E remote  
Dyer-automatic  
Hartsdale-automatic  
Griffith-automatic except that the CN or EJ&E dispatcher must request a signal for their route for signal to be displayed, after which signal will be displayed on a "first come" when train reaches a "tap on" location  
Van Loon-NS remote  
Ivanhoe-automatic except that the IHB or EJ&E dispatcher must request a signal for their route for signal to be displayed, after which signal will be displayed on a "first come" basis when a train reaches a "tap on" location  
Kirk Yard Junction-EJ&E remote

## Lake Front Line

Michigan Avenue-NS Hick Tower remote  
Bridge 728-NS Hick Tower locally  
Marks-automatic  
South Chicago/SCIH-automatic  
South Chicago Bridge 710-EJ&E locally

## Whiting Line

Calumet Tower-IHB locally  
Bridge 631-EJ&E locally

## Illinois River Line

Bridge 552-EJ&E locally

17. If EJ&E now controls operation and maintenance at the various interlockings over which Metra now and will soon be operating (Chicago Heights), what rationale can CN provide to ensure that Metra will not be delayed in terms of train interference or lack of maintenance (slow orders)?

Metra's main concern is that the increased number and length of CN trains over the EJ&E line will overload capacity at interlockers to be controlled by CN after the Transaction, principally at West Chicago and Barrington. Additional CN trains, however, will not be running over and sharing lines that Metra uses for its operations (*e.g.*, UP lines at West Chicago and Barrington). Rather, CN trains will merely cross lines of other freight carriers, which are used by Metra, and thus will pass through the same diamonds as Metra trains at those crossings.

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An examination of CN's Operating Plan (such as CN made in its Response to Comments and Requests for Conditions (CN-29, filed March 13, 2008)), including the number of trains per day and average lengths and speeds of trains that, post-Transaction, will physically occupy the interlockings, shows why traffic that CN anticipates adding to the EJ&E lines is not likely to pose a problem for Metra's trains. CN trains will physically occupy the West Chicago Interlocking for less than 90 minutes a day and the Barrington interlocking for just over 40 minutes a day. *See* CN-29 at 70-71 & n.56. Thus, post-Transaction, there will remain more than adequate capacity to dispatch Metra trains through the interlockings.

As importantly, EJ&E has operated the key interlockings at West Chicago and Barrington under agreements with UP that have been in place for almost 90 years and over 110 years, respectively. Those agreements require EJ&E to give priority to UP freight trains over its own trains, and to give priority to passenger trains over either of the carriers' freight trains. CN will be stepping into these agreements, and there is no reason to believe that CN would not operate these interlockings as conscientiously, efficiently, and protective of Metra service as EJ&E. In its reply comments filed with the Board on March 13, 2008,<sup>1</sup> UP (which has the same interest as Metra does in making sure that traffic on the lines it shares with Metra will not be impaired) indicates that it expects the current agreements will continue to be honored after the Transaction as they are today. UP Reply at 6.

Moreover, as a scheduled railroad, CN finds it critically important that its trains are where they are supposed to be when they are supposed to be there, and insufficient capacity at any of the interlockings along the EJ&E would seriously interfere with CN's ability to meet its customers' needs. And, as a scheduled railroad, CN has extensive experience in running freight trains during short windows between passenger trains without interfering with passenger service.

Finally, insofar as Metra may be concerned about potential delays due to maintenance, CN would point out that the number of CN trains that is projected to cross Barrington daily after full implementation of the Transaction (20 trains) is the same as the number of CN trains that today cross the same Metra route at the Deval Interlocking, where CN must also interface with an additional 40 freight trains of UP and CP. CN's scheduled operations demands that maintenance standards be protected and maintenance performed expeditiously, with any slow orders cleared as rapidly as possible. There is no reason to think that the same attention would not be provided as effectively at the Barrington Interlocking, where less freight traffic would be involved, as it is today at Deval.

---

<sup>1</sup> Reply of Union Pacific Railroad Company to Northeast Illinois Regional Commuter Railroad Authority, et al. (METRA) (filed Mar. 13, 2008) ("UP Reply").

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18. CN's January 28, 2008 response listed several quiet zones along substantial portions of the EJ&E mainline. SEA understands that many of these quiet zone locations do not have Supplemental Safety Measures (SSM's). Does CN intend to re-evaluate these quiet zones from a risk analysis basis to make sure they remain in compliance with the requirements?

CN has no plans to re-evaluate present quiet zones on the EJ&E lines until it acquires control of the property, except as may be warranted in connection with its ongoing discussions with communities along those lines regarding possible mitigation agreements.

19. Does CN plan to upgrade, extend or replace culverts and bridges as a result of the double-track construction? Have previous hydraulic reports or studies for past EJ&E improvements to bridges and culverts along the proposed double tracks been conducted? If so, we request copies of these technical reports.

CN has conducted no such reports or studies, nor does it expect to until final engineering plans are completed, in approximately three to four months. EJ&E is checking to see if it has any previous hydraulic reports or studies for improvements along the segments CN intends to double-track, but does not believe it has any. EJ&E has informed CN, however, that the segments which CN proposes to double-track between East Siding and Walker and between East Joliet and Frankfort were previously double-tracked, and that the bridges and culverts used for the second main track that formerly was on those segments should still be in place and should accommodate the double-tracking proposed by CN.

20. What is CN's proposed typical cross-sections for new construction, double-tracking and the proposed connections? We request all available information on utility relocations that would be necessary along double tracks and the proposed connection improvements, such as utility type, location, length, and depth of any excavations.

Enclosed as Exhibit A to this letter is a PDF file (Question 20-CN Track Cross Section.pdf) containing diagrams of typical cross-sections of double-track (both tangent and curve track), sidings, and yard tracks that were prepared some years ago for IC. We have not found any more recent "typical" cross sections. Further information about the specific construction projects proposed in connection with the CN/EJ&EW Transaction will be available after final engineering work is completed, in approximately three to four months.

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21. Please provide a listing of at-grade public crossings for both the EJ&E and CN line segments with automatic warning devices that do not contain "constant warning time" circuitry.

The Highway-Rail Crossing Inventory maintained by the Federal Railroad Administration ("FRA"), to which I referred in my letter to you of January 28, 2008 (responding to item no. 11 of your first Information and Data Request), and which is accessible at <http://safetydata.fra.dot.gov/OfficeofSafety/>, contains the information requested. If you download the inventory data (using the page <http://safetydata.fra.dot.gov/OfficeofSafety/Downloads/Default.asp?page=downloaddbf.asp>), train detection information is provided in the SPSEL field, in which the value of "1" indicates constant warning time. If you still need CN to develop a list of the crossings with constant warning time circuitry, please let us know, and we would be happy to do so.

22. Please provide additional clarification of CN response to Question #10 from the first Information Request, dated December 18, 2007. Will there be any other construction or improvements done at Kirk Yard beyond the installation of the crossover track mentioned in the January 28, 2008 response letter? For example, are there any improvements required at Kirk Yard to accommodate the increased through-put? Also, are any improvements proposed for the East Joliet Yard?

CN has not developed any plans for Kirk Yard other than the crossover track that was described in the Application, plans for which were provided in Exhibit L of my letter to you of January 28, 2008. CN expects that, after acquiring control of the property, it would reconfigure Kirk Yard to accommodate the relocation of classification work there from other yards in the Chicago area (*see* CN-2 at 218), but it will have no specific plans for that reconfiguration until after it has acquired experience operating the Yard and the EJ&E system. Similarly, CN expects that it would reconfigure East Joliet Yard to accommodate additional classification work relocated from other Chicago-area yards, but again would have no specific plans until after it has experience operating that Yard and the EJ&E rail lines (*id.*).

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23. With regard to the transport of hazardous materials and hazardous materials sites, please provide copies of the following information:
- CN's Emergency Response Plan,
  - EJ&E's Emergency Action Plan,
  - Special hazardous materials instructions from CN's U.S. Operations Manual,
  - CN's Facility Response Plans for Kirk Yard and East Joliet Yard, and
  - List of CN and EJ&E emergency response contractors.

Enclosed as Exhibit B to this letter are CN's Emergency Response Plan (contained in the PDF files, Question 23-CN ER Plan-ver 10.pdf, Question 23-CN-ERP-IC Logbook-Ver 6.pdf, and Question 23-CN-ERP-Supv Logbook.pdf) and EJ&E's Emergency Action Plan (contained in the PDF files, Question 23-EJE Emergency Action Plan pages 1-39.pdf, Question 23-EJE Emergency Action Plan pages 40-45.pdf, Question 23-EJE Emergency Action Plan Appendices A to C.pdf, Question 23-EJE Emergency Action Plan Appendices D to O.pdf, and Question 23-EJE Emergency Action Plan App P.pdf).

CN's special hazmat instructions from its U.S. Operations Manual are included in the PDF file (Question 23-CN Special hazardous materials instructions.pdf) contained in Exhibit C to this letter.

Because CN does not yet control Kirk Yard and East Joliet Yard, it has no facility response plans for those facilities. EJ&E's response plans are found in Appendix G to its Emergency Action Plan, provided in Exhibit B.

CN's and EJ&E's emergency response contractors are listed on the PDF file (Question 23-CN emergency response contractor list.pdf) contained in Exhibit D to this letter, and on page 35 of EJ&E's Emergency Action Plan, provided in Exhibit B.

Because the materials provided in Exhibits B and C include sensitive information about the railroads' responses to hazardous materials emergencies, we request that it be treated as CONFIDENTIAL for purposes of the Protective Order issued by the Board in this proceeding (Decision No. 1, served Oct. 22, 2007).

24. Are any of the proposed routes key train routes on which CN would transport hazardous materials on its existing CN rail lines and the EJ&E rail line? In other words, does CN propose to operate key trains on the CN and EJ&E lines? Do any trackage rights carriers plan to operate key trains on the EJ&E line?

After implementation of the Transaction, the EJ&EW lines between Leithton and Gary would be key routes, over which CN would operate key trains. CN's existing lines within

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the EJ&E arc are presently key routes, and although CN intends to move all or most of the hazardous materials traffic now moving on those lines onto the EJ&E arc, it will keep the designation of those lines as key routes. While EJ&E's trackage rights agreements do not contain any restrictions that would prohibit users of the EJ&E lines from operating key trains over those lines, EJ&E dispatching records for 2006 (for BNSF) and 2007 (for UP) indicate that those trackage rights tenants did not operate any key trains over EJ&E during those years.

25. According to Indiana Department of Natural Resources (DNR), all three proposed Indiana connections would be located within the Indiana coastal zone management area. Indiana DNR indicated it is willing to work with CN to obtain consistency with Indiana's coastal zone management program. (It is typical that rail applicants seek a consistency determination directly from the appropriate coastal zone management agency.) Is CN currently taking the lead for coordination regarding the Indiana coastal zone determination process? If so, please provide information on the status of these coordination efforts.

CN is taking the lead for coordination regarding the Indiana coastal zone determination process but is not actively pursuing a permit from the agency. CN is currently evaluating the location of the EJ&E and proposed connections against the coastal zone management program. As with all necessary permitting, CN will apply for any necessary permits or consistency determinations following its successful acquisition of the EJ&E lines, and will obtain them before beginning any construction work for which they may be required.

26. Please provide the current CN and EJ&E Operating Rule Books.

As noted in my letter to you of March 21, 2008, this information has already been provided.

27. Which rail yards within the EJE arc are regularly used by CN trains and what will be the reduction (or increase) in this use following implementation of the Operating Plan?

The rail yards within the EJ&E arc that CN regularly uses today are its own Glenn, Hawthorne, and Markham yards, BRC's Clearing Yard, and IHB's Gibson Yard. Enclosed as Exhibit E to this letter is an Excel file (Question 27-Traffic in Yards.xls), setting forth information regarding the number of cars per day originating at each yard (which CN projects will not be affected by the Transaction), the number of cars per day terminating at each yard (which CN also projects will not be affected by the Transaction), and the number of cars interchanged per day with a third party in train-to-train connections, before and after implementation of the Transaction. (This information was already provided for Clearing Yard in my letter to you of March 26, 2008, in the response to item no. 12.)

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CN is working diligently to provide you and HDR with the remaining information requested in Data and Information Request #2, and we expect to have answers in the near future to all items that remain outstanding.

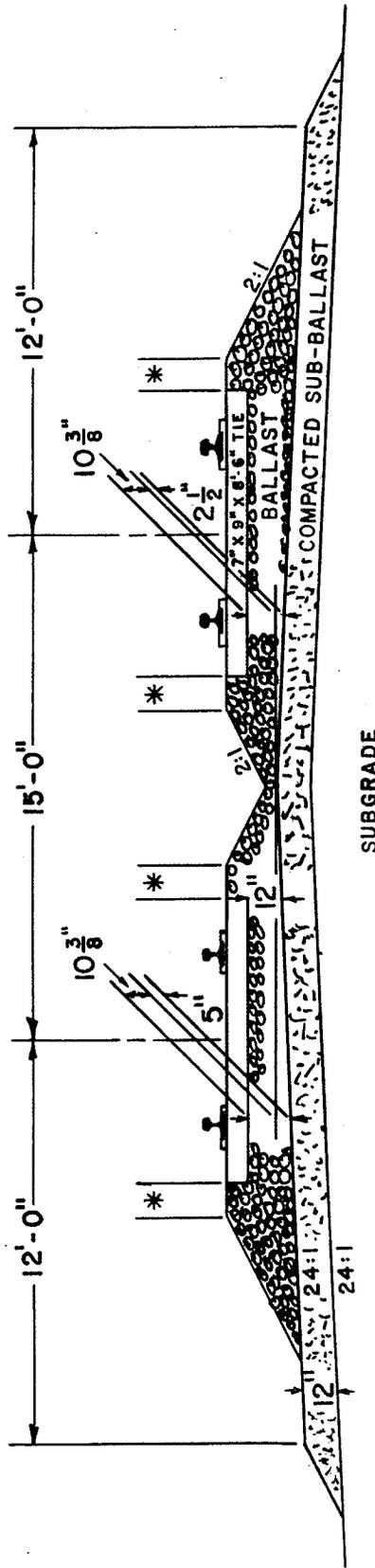
Very truly yours,



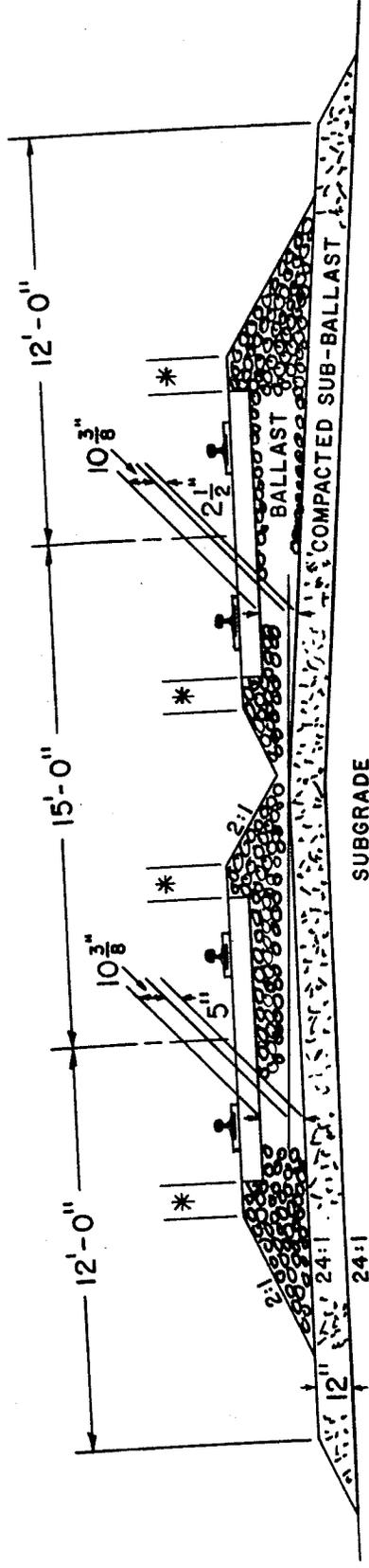
Paul A. Cunningham  
Counsel for Canadian National Railway Company  
and Grand Trunk Corporation

cc: John H. Morton  
Normand Pellerin

- \* 8" SHOULDER - CONVENTIONAL JOINTED RAIL
- 12" SHOULDER - CONTINUOUS WELDED RAIL



CROSS SECTION FOR TRACK ON TANGENT



CROSS SECTION FOR TRACK ON CURVE

REVISIONS  
6-1-76 REV. BY REDR  
11-1-78 REV. BY REDR

ILLINOIS CENTRAL GULF RAILROAD  
OFFICE OF VICE PRESIDENT & CHIEF ENGINEER, CHICAGO, ILL.

**BALLAST CROSS SECTIONS**  
DOUBLE TRACK - HEAVY SECTION

CORRECT: *J. R. Miller*  
ENGR. IN CHARGE

APPROVED: *J. R. Miller*  
VICE PRES. & CHIEF ENGR.

DATE: JULY 29, 1942

DRWG. NO. 18.01 A

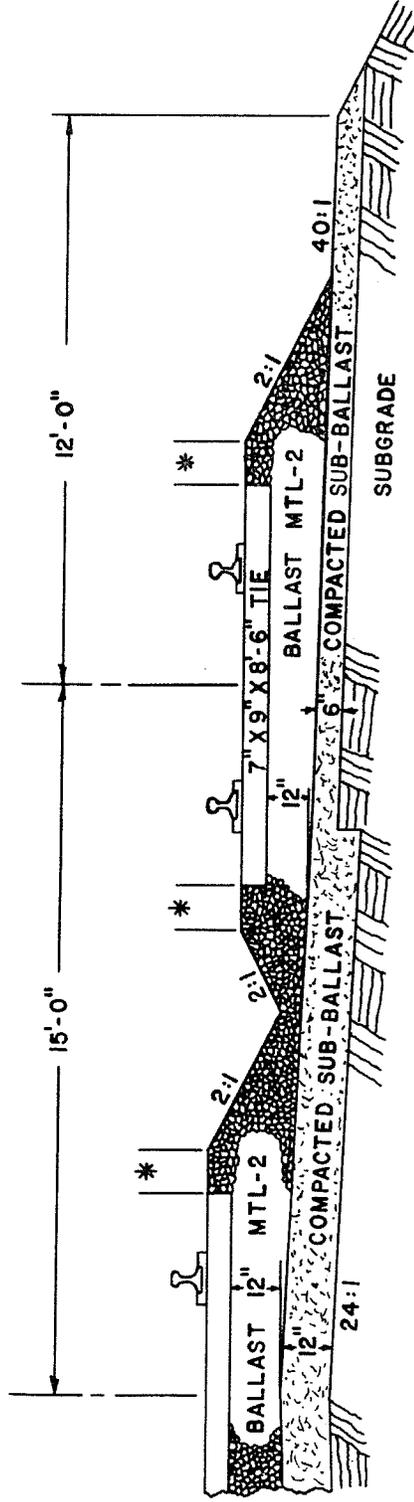
SCALE: 3/16" = 1'-0"

FILE NO. E - 3107

TIE TERRITORY	BALLAST QUANTITIES IN CU. YDS.		INCREASE PER INCH OF SUPERELEVATION
	TANGENT TRACK	1 Mile	
J.T. 7" x 9" x 8'-6"	1.83	9648	.0635
CW. 7" x 9" x 8'-6"	1.92	10179	.0637

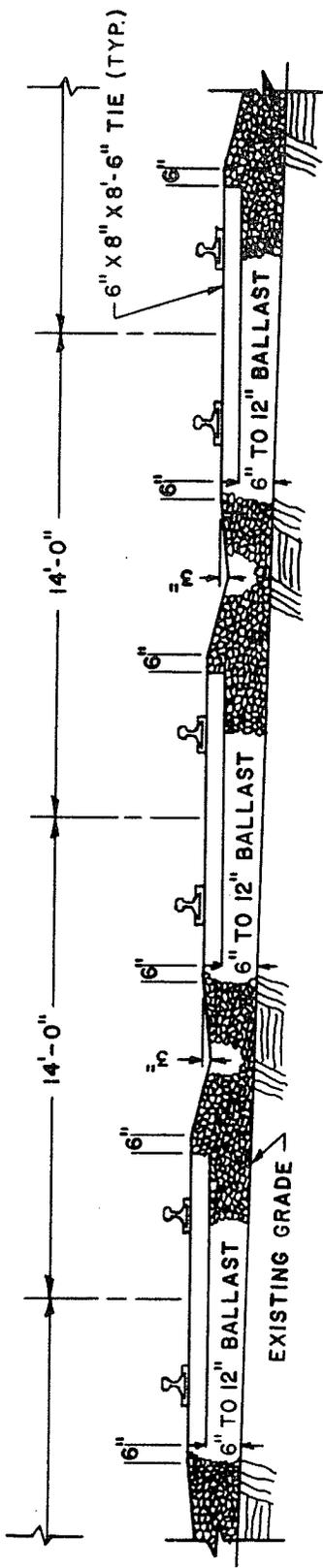
COMPUTED ON BASIS OF 3250 TIES PER TRACK MILE AND 15% ALLOWANCE FOR SHRINKAGE.

- \* 8" SHOULDER - CONVENTIONAL JOINTED RAIL
- \* 12" SHOULDER - CONTINUOUS WELDED RAIL



**MAIN TRACK  
(EXISTING)**

SCALE  $\frac{1}{4}'' = 1'-0''$



**SIDING TRACK**

SCALE  $\frac{3}{16}'' = 1'-0''$

**MULTIPLE YARD TRACKS**

REVISIONS	ILLINOIS CENTRAL GULF RAILROAD OFFICE OF VICE PRESIDENT & CHIEF ENGINEER, CHICAGO, ILL.
	<b>BALLAST CROSS SECTIONS</b> SIDE & YARD TRACKS (REHABILITATION PROJECTS)
CORRECTED: <i>J. K. Miller</i> ENGR. IN CHARGE	APPROVED: <i>J. K. Miller</i> VICE PRES. & CHIEF ENGR.
	DATE: Nov. 1, 1978
	SCALE: 3/16" & 1/4" = 1'-0"
	DRWG. NO. 18.03
	FILE NO. E-3107



**ERC - Emergency Response Contractor**

<b><u>Province</u></b>	<b><u>Location</u></b>	<b><u>ERC</u></b>	<b><u>ER Telephone</u></b>
<b>BC</b>	Vancouver	CEDA Emergency Response	1 888 793-2378
	Kamloops	Quantum Emergency Response	1 866 333-6376
	Prince Rupert	Quantum Emergency Response	1 866 333-6376
	Terrace	Quantum Emergency Response	1 866 333-6376
	Dawson Creek	Quantum Emergency Response	1 866 333-6376
	Salmon Arm	Quantum Emergency Response	1 866 333-6376
<b>Alberta</b>	Calgary	Quantum Emergency Response	1 866 333-6376
	Edmonton	Ceda Emergency Response	1 888 793-2378
	Wabamun	Quantum Emergency Response	1 866 333-6376
<b>Saskatchewan</b>	Saskatoon	Envirotec Services Inc.	1 877 244-9500
<b>Ontario</b>	Stoney Creek	Quantum Emergency Response	1 866 333-6376
	Sudbury	Quantum Emergency Response	1 866 333-6376
	Thunder Bay	Potter's Pumping Services	1 888 213-2220
<b>Quebec</b>	St. Amable	MD-UM/RSR	1 888 922 3330
<b>New Brunswick</b>	St. John	RST Industries	1 877 624-8800
<b>Wisconsin</b>	Hudson	Hulcher Emergency Services	1 800 637 5471
	Appleton	Veolia	1 800 688 4005
<b>Michigan</b>	Flint	Youngs Environmental	1 800 496 8647
<b>Ohio</b>	North Canton	Sunpro	1 800 488 0910
<b>Louisiana</b>	Prairieville	United State Environmental	1 888 267 4901
	New Orleans	United State Environmental	1 888 267 4901
	Mobile	United State Environmental	1 888 267 4901
	Port Allen	Hulcher Emergency Services	1 800 659 8032
<b>Mississippi</b>	Jackson	United States Environmental	1 888 267 4901
	Southaven	United States Environmental	1 662 280 3232
	Olive Branch	Hulcher Emergency Services	1 800 637 5471
<b>Illinois</b>	East St. Louis	Hulcher Emergency Services	1 800 637 5471
<b>Indiana</b>	Hammond	Hulcher Emergency Services	1 800 637 5471
	Schererville	Sunpro	1 800 488 0910

### ***Rail Yards Used by CN Trains Within the EJ&E Arc***

<b><i>Cars per Day</i></b>	<b>Pre-Transaction</b>				<b>Post-Transaction</b>				<b>Percentage change in car activity</b>
<b>Station</b>	<b>Originate</b>	<b>Terminate</b>	<b>Train to Train Connection</b>	<b>Total</b>	<b>Originate</b>	<b>Terminate</b>	<b>Train to Train Connection</b>	<b>Total</b>	
CLEARINGBRC*	31.0	27.2	573.4	631.6	31.0	27.2	21.6	79.8	-86%
GIBSONIHB*			111.7	111.7			111.7	111.7	0%
GLENN YARD	64.2	58.2	292.8	415.2	64.2	58.2	0.0	122.4	-58%
HAWTHORNE	44.2	44.8	193.3	282.3	44.2	44.8	0.0	89.0	-54%
MARKHAM	14.6	15.4	388.0	418.0	14.6	15.4	14.7	44.8	-88%

\* denotes train-to-train connection to/from a 3rd party

<b>STB Finance Docket 35087 Answer to request for information</b>					
<b>Question #28</b>					
<b>Interlocking Name</b>	<b>Owner</b>	<b>Control</b>	<b>Maintained by</b>	<b>Type</b>	<b>Signal Location</b>
<b>Waukesha Sub</b>					
B-12	CP	Metra	Metra	Remote	At crossing
Deval	UP	UP	UP	Remote	At crossing
Leithton	CN	CN	CN	Remote	At crossing
Grayslake	CN	CN	CN	Remote	At crossing
Park	CN	CN	CN	Remote	At crossing
<b>Freeport Sub</b>					
21st Street	Amtrak	Amtrak	CN	Remote	At crossing
Ash Street	CN	CN	CN/CSX	Remote	At crossing
IN Crossing	BNSF	Automatic	CN	Automatic	At crossing
Belt Crossing	BRC	BRC	BRC	Remote	At crossing
<b>Joliet Sub</b>					
Brighton Park	CN	NS	NS	Remote	At crossing
LeMoyne	CN	BRC	BRC	Remote	At crossing
Canal	CSX	IHB	CSX	Remote	At crossing
<b>Elsdon Sub</b>					
Corwith Lead	CN	CN	CN	Remote	At crossing
Hayford	CN	BRC	BRC	Remote	At crossing
Ashburn	CN	NS	Metra	Remote	At crossing
Blue Island	CN	CN	CSX	Manual	At crossing
Thornton Junction	CN	CN/UP	CN	Remote	At crossing
Munster	CN	CN	CN	Remote	At connection
Hays	CN	CN	NS	Remote	At crossing
Griffith	CN	EJ&E	EJ&E	Remote	At crossing
<b>Chicago Sub</b>					
16th Street	CN	Metra	Metra	Remote	At crossing
Kensington	Metra	Metra	Metra	Remote	At crossing

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April 11, 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 responses to the item no. 29 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. CN is still working on the responses to item nos. 11 and 30 from that Request, and expects to be able to provide them soon.

29. Please provide a discussion or documentation that clarifies CN's role, relationship, and commitment to the Chicago Region Environmental and Transportation Efficiency Program (CREATE). Also, discuss how these may change if the transaction is approved.

On June 14, 2003, the Association of American Railroads ("AAR"), representing participating railroads including CN, entered into a Joint Statement of Understanding ("JSOU") with the Illinois Department of Transportation ("IDOT") and the Chicago Department of Transportation ("CDOT") for the CREATE Project. A copy of the JSOU was provided as Exhibit C to the Joint Verified Statement of Robert T. Holmstrom and Paul E. Ladue, which was included in the Appendix to CN's Response to Comments and Requests for Conditions (CN-29, filed March 13, 2008).

CREATE was estimated to cost approximately \$1.53 billion, with the rail participants collectively contributing \$232 million to pay for the estimated railroad benefits of the Project, and with the remainder, corresponding to the Project's public benefits, to be funded

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Ms. Victoria J. Rutson, Chief  
April 11, 2008  
Page 2

from federal, state, and local sources. JSOU, Art. II, Sec. 6. The JSOU provided that further agreements establishing the formal obligations of the parties would be required, and necessary governance requirements and formal working groups to advance the Project, including the Chicago Planning Group (“CPG”), were established.

The JSOU recognized, as an important part of CREATE, the City of Chicago’s interest in the termination of CN’s rail operations through the City along CN’s current route over the St. Charles Air Line and certain connecting properties, and their eventual acquisition by the City for development and other purposes. JSOU, Art. II, Sec. 15. Thus, the parties provided in CREATE for the construction by CN of a new line as part of what is called the Central Corridor. A Memorandum of Understanding (“MOU”) among the participating railroads previously entered into on May 6, 2003, allocated the railroad contributions for CREATE. CN, the only participating railroad in CREATE that would be required to relocate its operations onto a new line, was to contribute \$63.4 million of the rail contribution dedicated solely to the rail assets (rail, ties, ballast, and signals) to construct such route. (A copy of the MOU was provided as Exhibit D to the Verified Statement of Robert T. Holmstrom and Paul E. Ladue, included in the Appendix to CN-29.)

The JSOU and MOU provided that the railroads’ financial contribution and their continuing participation in CREATE was dependent upon full authorization and availability of the public funds required for the Project. JSOU, Art. II, Sec. 6; MOU, Sec. 3(c), 4(c). To fully implement CREATE, it was expected that between approximately \$900 million and approximately \$1 billion in federal funds would be required.

In the SAFETEA-LU legislation enacted in 2005, however, Congress belatedly authorized only \$100 million in federal funds for CREATE,<sup>1</sup> which was eventually reduced to \$86 million in the appropriation process. The parties to CREATE nonetheless agreed in 2006 to use the limited federal funds, along with certain railroad and state funds, to attempt to move forward with an abbreviated implementation of CREATE with project components along the Beltway and Western Avenue corridors, and the carriers amended their MOU accordingly. (A copy of the Fourth Amendment to the Railroad MOU was also provided as Exhibit E to the Verified Statement of Robert T. Holmstrom and Paul E. Ladue, included in the Appendix to CN-29.) Because CN funds were committed solely to construction of the Central Corridor and because the Beltway and Western Avenue components would not benefit CN, the amended MOU excludes CN as a financial contributor for this limited CREATE phase. While IDOT and CDOT agreed in principle to proceed with this limited CREATE implementation, a

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<sup>1</sup> Safe, Accountable, Flexible, Efficient Transportation Equity Act: A Legacy for Users, Pub. L. No. 109-59, § 1301(m), 119 Stat. 1144, 1203 (2005).

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Ms. Victoria J. Rutson, Chief

April 11, 2008

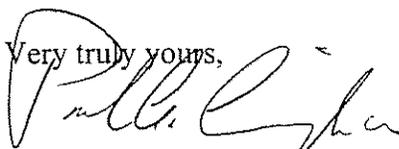
Page 3

complementary amendment to the JSOU has not been executed as yet.

Concerned that CREATE might never receive sufficient funding to allow for its complete implementation (with the next broad Congressional authorization for transportation projects not expected until 2009 at the earliest), and also that any potential completion would be at best many years away, CN began to explore other options to address the ever worsening congestion impacting its operations through Chicago. Those efforts culminated in its proposal to acquire the major lines of the EJ&E for \$300 million and to build new connections and added capacity costing another \$100 million.

Should the STB approve CN's application, CN would eventually be able to relocate most of its operations through Chicago to the EJ&E arc and would no longer require, or commit funds to build, a Central Corridor route. Nonetheless, while not a financial contributor, CN would continue to remain an active participant and partner on the CPG and in CREATE. CN believes that through its investment of \$400 million in the lines of the EJ&E, plus additional expenditures for environmental mitigation, the proposed Transaction would significantly advance CREATE's objectives. It would help reduce congestion in the Chicago region and allow CN to eventually relocate its operations from the Air Line route, as has long been sought by the City of Chicago. Moreover, it will accomplish these ends more quickly and with less disruption to the surrounding heavily populated community than would construction of the full Central Corridor route. Instead, using only its own funds and as beneficial for the region, CN would rely primarily on improved utilization of the existing under-utilized lines and right-of-way of the EJ&E moving through less densely populated and less rail-congested areas.

Very truly yours,



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

cc: John H. Morton  
Normand Pellerin

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April 28, 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 responses to item no. 30 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.

30. SEA understands that CN will be conducting its own noise analysis along the EJ&E mainline. We would like to obtain a copy of the results, data, and methodology of your study. In addition, will this noise analysis be conducted with the assumption that quiet zones would be in place or will the study be performed assuming that train horn noise would be a factor in the calculations?

Parsons Transportation Group has been conducting noise analyses for CN. Included in the enclosed compact disc as Exhibit A to this letter is a description of the methodology Parsons has used in its analyses. Also included in that CD as Exhibit B to this letter is an Excel spreadsheet setting forth the results of those analyses. These results are preliminary ones, developed by Parsons to assist CN in its discussions with affected communities, and may be subject to revision and refinement in light of additional information. They do not reflect any analysis of reductions in the noise contour resulting from traffic decreases on CN's lines within the EJ&E arc. Nor do they reflect any assumptions made about either the presence or absence of quiet zones. Rather, the results reported on Exhibit B allows evaluation of potential noise impacts both with and without quiet zones (*i.e.*, if there is a quiet

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Ms. Victoria J. Rutson, Chief

April 28, 2008

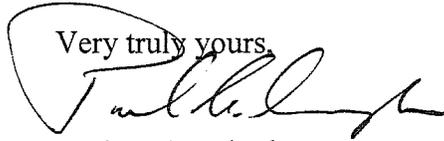
Page 2

zone in effect, the contour distance reported on Exhibit B for 3/8 mile or more from the nearest grade crossing would apply all the way from that point to the grade crossing).

\* \* \* \* \*

With this response, the only outstanding item from Data and Information Request #2 is item no. 11. We are working with CN's Service Design Team to obtain an answer to this item and expect to be able to provide it to you in the near future.

Very truly yours,



Paul A. Cunningham

Counsel for Canadian National Railway Company  
and Grand Trunk Corporation

Enclosure

cc: John H. Morton  
Normand Pellerin

## **1.0 INTRODUCTION**

The following methodology summary has been prepared to respond to Item #30 (among the “Low Priority Information Requests”) from the Data and Information Request #2 (March 7, 2008) transmitted by the Surface Transportation Board (STB).

## **2.0 PURPOSE AND CONTEXT**

The purpose of the noise modeling conducted by Parsons to date is to provide a screening level assessment of potential noise impacts along the EJ&E where train counts are expected to increase as a result of the proposed acquisition by Canadian National (CN). Subsequently, the modeling has been used to facilitate preliminary consideration of noise mitigation.

The effort for this rail noise prediction task has been maintained at the screening level because it is understood that the STB will ultimately conduct a detailed noise assessment. If more detailed noise analyses were to be performed by Parsons, it is assumed they would include one or more of the following tasks:

- 1) Measurements of noise from representative train passbys within the project corridor.
- 2) Measurements of ambient noise levels within the area of potential impact.
- 3) Other field observations relating to the existing noise environment within the project corridor.
- 4) Rail noise modeling with at least some degree of site-specificity with respect to propagation conditions (e.g., consideration of the influence of at least some intervening terrain features and/or built structures).

Availability of data and information from these tasks would influence noise level prediction results.

A noise analysis methodology was selected for this project by Parsons that is intended to provide preliminary results based on rail operational input provided by CN and generally-accepted freight-rail noise modeling tools.

## **3.0 METHODOLOGY**

### **3.1 Scenarios Considered**

One future scenario has been considered for this preliminary assessment: Post-Acquisition conditions.

### **3.2 Noise Exposure Parameters Considered**

In general, the modeling has included predictions of the maximum distances at which total  $L_{dn}$  exposures of 65 dBA and 70 dBA would be experienced. These distances can be referred to as the 65 dBA and 70 dBA  $L_{dn}$  contour distances. The  $L_{dn}$  value of 65 dBA relates to the impact

threshold identified in the STB's Notice of Intent (NOI) to prepare an Environmental Impact Statement for the proposed acquisition. The  $L_{dn}$  value of 70 dBA relates to the expected threshold where noise mitigation might be required.

Impact identification based on project-generated sound level increases can be performed more effectively as part of a detailed noise analysis that would consider variations in non-train background levels along the project corridor. Therefore, such identification has not been performed at this stage.

### **3.3 Distinction of Results for Different Portions of the Corridor**

In general, results were assessed separately for each of 13 separate corridor segments numbered 2 through 14.

Noise level predictions have generally been provided for the following three categories based on proximity to at-grade crossings (assuming no implementation of quiet zones):

- 1) 3/8 of a mile or more along the corridor from the nearest at-grade crossing
- 2) 1/8 of a mile along the corridor from the nearest at-grade crossing
- 3) Directly perpendicular to an at-grade crossing

These distance results have been interpolated to produce generic portrayals of the changes in noise level contour distances in the vicinity of at-grade crossings.

### **3.4 Modeling Tools**

The most applicable agency-standard modeling tool for preliminary rail noise assessment was selected for each of two different functional regions of the corridor as follows:

#### **3.4.1 Between Non-Quiet-Zone At-Grade Crossings**

At locations along the corridor between at-grade crossings, Parsons used the *CREATE Freight Noise and Vibration Model (CREATE Model)* promulgated by the Federal Rail Administration (FRA). The *CREATE Model* is based on the *Federal Transit Administration (FTA) General Transit Noise Assessment* spreadsheet, but incorporates a list of rail noise source categories deemed to be more appropriate for the freight rail activity related to this proposed acquisition project.

#### **3.4.2 Near Non-Quiet-Zone At-Grade Crossings**

At locations near at-grade crossings and where quiet zone implementation has not been assumed, Parsons used the *FRA Grade Crossing Noise Model (Horn Model)*.

#### **3.4.3 Using CREATE Model to Allow Prediction of Maximum Distances to Impact**

*CREATE Model* output was used to calculate maximum distances from the track at which target noise levels (65 and 70 dBA  $L_{dn}$  in this case) would occur.

### 3.4.4 Consistency Between Results From These Models

Parsons initially conducted a preliminary assessment of the consistency between the *CREATE Model* and the *Horn Model* in predicting non-horn train noise when using equivalent model inputs. Based on the *CREATE Model* source types described earlier in this discussion, results were determined to be adequately consistent for the purposes of this screening-level analysis.

### 3.5 Source Information

Between non-quiet-zone crossings, sources were assumed to include freight locomotives and cars. Near such crossings, warning horns were assumed to represent an additional source.

The reference noise level applied in the *CREATE Model* for locomotives was “Source Num.” 9 (“Freight Locomotive”). Reference noise levels for train cars were based on “Source Num.” 10 (“Freight Cars”).

The *Horn Model’s* default reference maximum horn noise level of 104 dBA at a reference distance of 100 feet was retained. The default horn location selection of “National Average (50% front, 50% middle)” was also retained.

Source scaling assumptions have been provided by the CN team as follows:

Parameter	Value
Locomotives per train	2
Train length	Variable by corridor segment <sup>a</sup>
Trains per day	Variable by corridor segment <sup>a</sup>
Day / night distribution	60% daytime (7am-10pm), 40% nighttime (10pm-7am)

a - The specific inputs for these parameters are shown in the results tables.

Assumed speeds also vary by segment.

Results for each segment have been presented for crossings assuming horns would be used. Where quiet zones are in effect, the noise level results for locations between crossings (for which horns are not included as a noise source) are applied.

Wheel flats were assumed to be sufficiently minimized to have a negligible influence on overall train noise emissions. Welded (not jointed) track, ballast (not embedding) and ground-level (rather than aerial structure) track beds were assumed to predominate within each of the corridor segments.

### 3.6 Sound Propagation

Assumed sound propagation characteristics were based on a value of “Light Suburban” from the *Horn Model’s* “Shielding” input. (The *Horn Model* indicates that a “No Shielding” selection is “not recommended”.) That selection was used for the *Horn Model*. To develop consistent results from the *CREATE Model* (used for locations between non-quiet-zone crossings), Parsons applied a comparable adjustment to those results starting at a distance of 200 feet perpendicular from the railroad track. That method was deemed superior for preliminary

predictions of noise contour distances than the discrete “Barrier” and “Intervening Rows of Buildings” adjustments provided for in the *CREATE Model*.

No influences from vertical wind gradients or temperature gradients (refraction) or from atmospheric absorption are accounted for in the *CREATE Model* or *Horn Model*, nor were they considered in this analysis.

If Parsons were to pursue more detailed modeling, this modeling would take into account (at some level of detail, and for at least some portions of the corridor) the actual heights and spatial distributions of intervening manmade and/or natural barriers. In that case, predictions of maximum distances to impact thresholds would be shown to vary within each corridor segment. Comprehensive counts of impacted noise-sensitive properties would be expected to be lower if more site-specific propagation information was applied along with the reference noise levels and operational assumptions previously described.

### **3.7 Non-train Background Noise Levels**

Non-train background noise levels represent that component of total sound exposure not attributable to train activities. Sources of such noise could include roadway traffic, aircraft activity, general non-transportation community noise sources, etc. This analysis applies a non-train background  $L_{dn}$  of 50 dBA across the entire corridor. This assumption is intermediate between the corresponding “Suburban” and “Rural” assumptions included in the *Horn Model*, consistent with the “Light Suburban” land use applied in that model with respect to “Shielding”. This assumption also is consistent with guidance in the *Transit Noise and Vibration Impact Assessment* manual published by the FTA for areas where population densities range from about 1,000 to 3,000 people per square mile.

POST-ACQUISITION Screening-Level Results Relative to a Reference Ldn of: <b>65 dBA</b>					Distances (feet) from Centerline of Track at Which Reference Ldn is Estimated to be Experienced, Depending on Corridor Location Relative to Crossings		
Segment	Operational Assumptions				3/8 Mile or More Along Corridor from Nearest At-Grade Crossing <sup>a</sup>	1/8 Mile Along Corridor from Nearest At-Grade Crossing <sup>b</sup>	Directly Perpendicular to At-Grade Crossing <sup>b</sup>
#	Trains/Day	Locomotives per Train	Train Length (ft)	Speed (mph)			
02	30	2	5760	40	295	460	555
03	30	2	5780	40	295	460	555
04	29	2	5920	35	265	440	540
05	34	2	6020	40	320	485	585
06	32	2	6260	40	315	475	575
07	28	2	6690	40	305	455	550
08	42	2	5560	10	205	475	600
09	42	2	5850	40	345	525	635
10	40	2	6210	40	345	520	625
11	32	2	6500	40	320	480	575
12	23	2	6850	40	280	425	510
13	23	2	6720	45	305	440	520
14	20	2	6830	40	265	400	480

Key Inputs/Assumptions	
Parameter	Value
Diurnal/Nocturnal Distribution of Trains <sup>c</sup>	60% daytime (7am-10pm), 40% nighttime (10pm-7am)
Development Density (re: Noise Shielding)	Light Suburban <sup>d</sup> (per FRA Horn Model)
Non-Train Ambient Noise Level, Ldn <sup>e</sup>	50 dBA
Wheel flats cable of major increase in rolling noise for affected wheels assumed to represent <5% of total wheels on rolling stock. Welded (not jointed) track, ballast (not embedding) and ground-level (rather than aerial structure) track beds assumed to predominate.	

Footnotes
<p><sup>a</sup> The <i>CREATE Freight Noise &amp; Vibration Model</i> (<a href="http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls">http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls</a>) posted on the Web site of the Federal Rail Administration (FRA) was adapted for use in modeling noise from trains along portions of the corridor relatively distant from at-grade crossings.</p> <p><sup>b</sup> The Horn Noise Assessment Model (<a href="http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls">http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls</a>) posted on the FRA's Web site was applied for use in modeling noise from trains relatively near at-grade crossings.</p> <p><sup>c</sup> This distribution assumes a slightly higher average rate of trains for nighttime versus daytime hours.</p> <p><sup>d</sup> This is a generalized assumption expected to produce relatively conservative results with respect to assessment of the numbers of impacted noise-sensitive receivers. CREATE output was adjusted so that -- beyond 200 feet from the centerline of the track -- assumed noise propagation was generally comparable to that produced by the Horn Noise Model using this development density assumption.</p> <p><sup>e</sup> This assumption for non-train ambient noise levels is intermediate between the corresponding "Suburban" and "Rural" assumptions included in the Horn Noise Model. It also is consistent with the assumption suggested in the Transit Noise and Vibration Impact Assessment manual published by the Federal Transit Administration (FTA) for areas where population densities range from about 1,000 to 3,000 people per square mile.</p>

POST-ACQUISITION Screening-Level Results Relative to a Reference Ldn of: <b>70 dBA</b>					Distances (feet) from Centerline of Track at Which Reference Ldn is Estimated to be Experienced, Depending on Corridor Location Relative to Crossings		
Segment	Operational Assumptions				3/8 Mile or More Along Corridor from Nearest At-Grade Crossing <sup>a</sup>	1/8 Mile Along Corridor from Nearest At-Grade Crossing <sup>b</sup>	Directly Perpendicular to At-Grade Crossing <sup>b</sup>
#	Trains/Day	Locomotives per Train	Train Length (ft)	Speed (mph)			
02	30	2	5760	40	170	280	345
03	30	2	5780	40	170	280	345
04	29	2	5920	35	145	270	335
05	34	2	6020	40	190	300	370
06	32	2	6260	40	185	295	360
07	28	2	6690	40	175	280	340
08	42	2	5560	10	95	290	375
09	42	2	5850	40	210	325	400
10	40	2	6210	40	210	325	395
11	32	2	6500	40	185	295	360
12	23	2	6850	40	155	255	315
13	23	2	6720	45	175	265	320
14	20	2	6830	40	140	240	295

Key Inputs/Assumptions	
Parameter	Value
Diurnal/Nocturnal Distribution of Trains <sup>c</sup>	60% daytime (7am-10pm), 40% nighttime (10pm-7am)
Development Density (re: Noise Shielding)	Light Suburban <sup>d</sup> (per FRA Horn Model)
Non-Train Ambient Noise Level, Ldn <sup>e</sup>	50 dBA
Wheel flats cable of major increase in rolling noise for affected wheels assumed to represent <5% of total wheels on rolling stock. Welded (not jointed) track, ballast (not embedding) and ground-level (rather than aerial structure) track beds assumed to predominate.	

Footnotes
<p><sup>a</sup> The <i>CREATE Freight Noise &amp; Vibration Model</i> (<a href="http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls">http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls</a>) posted on the Web site of the Federal Rail Administration (FRA) was adapted for use in modeling noise from trains along portions of the corridor relatively distant from at-grade crossings.</p> <p><sup>b</sup> The Horn Noise Assessment Model (<a href="http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls">http://www.fra.dot.gov/downloads/rrdev/020806%20Create%20Rail%20Noise%20Model.xls</a>) posted on the FRA's Web site was applied for use in modeling noise from trains relatively near at-grade crossings.</p> <p><sup>c</sup> This distribution assumes a slightly higher average rate of trains for nighttime versus daytime hours.</p> <p><sup>d</sup> This is a generalized assumption expected to produce relatively conservative results with respect to assessment of the numbers of impacted noise-sensitive receivers. CREATE output was adjusted so that -- beyond 200 feet from the centerline of the track -- assumed noise propagation was generally comparable to that produced by the Horn Noise Model using this development density assumption.</p> <p><sup>e</sup> This assumption for non-train ambient noise levels is intermediate between the corresponding "Suburban" and "Rural" assumptions included in the Horn Noise Model. It also is consistent with the assumption suggested in the Transit Noise and Vibration Impact Assessment manual published by the Federal Transit Administration (FTA) for areas where population densities range from about 1,000 to 3,000 people per square mile.</p>

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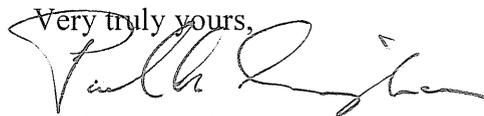
result of the Transaction, CN has made no estimates of train volumes on the segments. If, however, SEA believes it important to provide such estimates for segments on which traffic would be unaffected by the Transaction, we can attempt to do so.

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.

\* \* \* \* \*

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

Segment #	CN Seg #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 1	1	Chicago	7.9	Markham	21.8	Matteson	29.7	12.6	10.0	(2.6)
CN 2	2	Chicago	1.8	Harvey	20.0	Markham	21.8	21.1	2.0	(19.1)
CN 3	3	Chicago	2.1	Riverdale	17.9	Harvey	20.0	8.4	2.0	(6.4)
CN 4	4	Chicago	2.4	Wildwood	15.5	Riverdale	17.9	8.4	2.0	(6.4)
CN 5	5	Chicago	1.0	Kensington	14.5	VVildwood	15.5	8.4	2.0	(6.4)
CN 6	6	Chicago	2.8	94th St	11.7	Kensington	14.5	8.4	2.0	(6.4)
CN 7	7	Chicago	3.6	67th St	8.1	94th St	11.7	6.4	-	(6.4)
CN 8	8	Chicago	6.6	16th St	1.5	67th St	8.1	6.4	-	(6.4)
CN 9	9	Freeport	2.3	16th St	2.1	Bridgeport	4.4	4.6	-	(4.6)
CN 10	10	Freeport	3.9	Bridgeport	4.4	Belt Xing	8.3	2.5	-	(2.5)
CN 11	11	Freeport	0.6	Belt Xing	8.3	Hawthorne	8.9	4.5	-	(4.5)
CN 12	12	Freeport	5.8	Hawthorne	8.9	Broadview (IHB)	14.7	4.4	1.7	(2.7)
CN 13A	13	Freeport	3.6	Broadview (IHB)	14.7	Du Page-Cook Co Line	18.3	3.0	1.7	(1.3)
CN 13B	13	Freeport	17.4	Du Page-Cook Co Line	18.3	Munger (EJE)	35.7	3.0	1.7	(1.3)
CN 14	14	Joliet	4.4	Bridgeport	3.5	Lemoynes	7.9	2.1	-	(2.1)
CN 15	15	Joliet	2.5	Lemoynes	7.9	Glenn Yard	10.4	2.1	2.0	(0.1)
CN 16	16	Joliet	2.7	Glenn Yard	10.4	Argo	13.1	5.8	2.0	(3.8)
CN 17	17	Joliet	12.2	Argo	13.1	Lemont	25.3	1.8	2.0	0.2
CN 18	18	Joliet	11.5	Lemont	25.3	Joliet	36.8	1.8	2.0	0.2
CN 19	19	Waukesha	0.1	Madison St	10.9	Forest Park	11.0	5.4	-	(5.4)
CN 20	20	Waukesha	4.5	Forest Park	11.0	B12	15.5	5.4	-	(5.4)
CN 21	21	Waukesha	2.3	B12	15.5	Schiller Park	17.8	19.3	2.0	(17.3)
CN 22	22	Waukesha	20.1	Schiller Park	17.8	Leithton	37.9	19.1	2.0	(17.1)
CN 23A	23	Elsdon	5.5	ILL-IN State Line	30.6	Griffith	36.1	22.1	2.9	(19.2)
CN 23B	23	Elsdon	5.4	Thornton Jct. (UP)	25.2	ILL-IN State Line	30.6	22.1	2.9	(19.2)
CN 24	24	Elsdon	2.0	CN Jct.	23.2	Thornton Jct. (UP)	25.2	19.5	1.0	(18.5)
CN 25	25	Elsdon	3.9	Blue Island	19.3	CN Jct.	23.2	14.9	1.0	(13.9)
CN 26	26	Elsdon	7.5	Hayford	11.8	Blue Island	19.3	3.4	-	(3.4)
CN 27	N/A	Elsdon	3.1	Elsdon	8.7	Hayford	11.8			-
CN 28	N/A	Elsdon	3.7	Union Ave	5.0	Elsdon	8.7			-
CN 29	22.1	Waukesha	6.1	Leithton	37.9	Gray's Lake	44.0	20.8	17.8	(3.0)
CN 30A	13.1	Freeport	1.6	Munger (EJE)	35.7	Du Page-Kane Co Line	37.3	2.0	2.0	(0.0)
CN 30B	13.1	Freeport	1.8	Du Page-Kane Co Line	37.3	Coleman	39.1	2.0	2.0	(0.0)
CN 31(UP)	3 (BNSF)	Joliet	2.3	Joliet	36.8	So. Joliet	39.1	1.8	-	(1.8)
CN 32	1.1	Chicago	4.7	Matteson	29.7	Mill Street	34.4	13.8	12.3	(1.6)

Segment #	CN Seg #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
CN 33	23.1	South Bend	5.0	Griffith	36.1	Broadway	41.1	24.8	18.6	(6.3)
EJE -2	-2	Lakefront Line	4.2	Hammond	4.2	South Chicago	-	0.9	0.9	-
EJE -1	-1	Lakefront Line	4.6	Indiana Harbor	8.8	Hammond	4.2	1.8	1.8	-
EJE 0	0	Lakefront Line	3.4	Gary (Kirk Yard)	12.2	Indiana Harbor	8.8	3.5	3.5	-
EJE 1	1	Eastern	2.2	Cavanaugh	43.2	Gary (Kirk Yard Jct)	45.4	11.8	31.8	20.0
EJE 2	2	Eastern	1.4	Ivanhoe	41.8	Cavanaugh	43.2	9.8	29.8	20.0
EJE 3	3	Eastern	2.0	Van Loon	39.8	Ivanhoe	41.8	9.7	29.7	20.0
EJE 4	4	Eastern	3.6	Griffith	36.2	Van Loon	39.8	7.6	28.6	21.0
EJE 5A	5	Eastern	5.7	Chicago Heights	25.2	Dyer (State Line)	30.9	10.2	34.2	23.9
EJE 5B	5	Eastern	5.4	Dyer (State Line)	30.9	Griffith	36.2	10.2	34.2	23.9
EJE 6	6	Eastern	3.5	Matteson (CN/METRA OH)	21.7	Chicago Heights	25.2	8.6	31.6	22.9
EJE 7A	7	Eastern	1.0	Rock Island Jct	0.8	Marble Falls (end of existing DT)	1.8	6.4	28.3	21.9
EJE 7B	7	Eastern	9.8	Marble Falls (end of existing DT)	1.8	West Frankfort (end prop DT, begin of exisiting siding)	11.6	6.4	28.3	21.9
EJE 7C	7	Eastern	3.0	West Frankfort (end prop DT, begin of exisiting siding)	11.6	East Frankfort (end of existing siding, begin single track)	14.6	6.4	28.3	21.9
EJE 7D	7	Eastern	2.5	East Frankfort (end of existing siding, begin single track)	14.6	Will / Cook County line	17.1	6.4	28.3	21.9
EJE 7E	7	Eastern	3.3	Will / Cook County line	17.1	West End Matteson (Begin exisiting DT)	20.4	6.4	28.3	21.9
EJE 7F	7	Eastern	1.3	West End Matteson (Begin exisiting DT)	20.4	Matteson (CN/METRA OH)	21.7	6.4	28.3	21.9
EJE 8A	8	Western	2.3	E Bridge Jct	2.3	East Joliet	-	18.5	42.3	23.8
EJE 8B	8	Eastern	0.8	East Joliet	0.0	Rock Island Jct	0.8	18.5	42.3	23.8
EJE 9A	9	Western	1.1	Walker	10.9	IRL Jct	9.8	18.5	42.3	23.8
EJE 9B	9	Western	7.5	IRL Jct	9.8	E Bridge Jct	2.3	18.5	42.3	23.8
EJE 10A	10	Western	3.9	East Siding (begin proposed double track)	21.1	Du Page / Will County line	17.2	15.7	39.5	23.8
EJE 10B	10	Western	1.0	Du Page Will County line	17.2	95th St (end prop DT, begin exsiting siding)	16.2	15.7	39.5	23.8
EJE 10C	10	Western	1.5	95th St (end prop DT, begin exsiting siding)	16.2	111th St (existing siding becomes double track)	14.7	15.7	39.5	23.8
EJE 10D	10	Western	2.2	111th St (existing siding becomes double track)	14.7	Normantown (begin proposed double track)	12.5	15.7	39.5	23.8
EJE 10E	10	Western	1.6	Normantown (begin proposed double track)	12.5	Walker (end proposed double track)	10.9	15.7	39.5	23.8

Segment #	CN Seg #	Subdivision	Length Miles	Begin Station	Begin Milepost	End Station	End Milepost	Existing Trains	Proposed Trains	Delta
EJE 11	11	Western	7.8	West Chicago	28.9	East Siding	21.1	10.7	31.6	20.9
EJE 12	12	Western	6.6	Munger	35.5	West Chicago	28.9	4.4	23.4	19.0
EJE 13A	13	Western	0.9	Spaulding	37.6	Cook / Du Page County line	36.7	5.5	22.5	17.0
EJE 13B	13	Western	1.2	Cook / DuPage County line	36.7	Munger	35.5	5.5	22.5	17.0
EJE 14A	14	Western	1.0	Leithton (connection and begin existing siding)	60.3	Diamond Lake (end of existing siding)	59.3	5.3	20.3	15.0
EJE 14B	14	Western	2.3	Diamond Lake (begin proposed siding)	59.3	Gilmer (end of proposed siding)	57.0	5.3	20.3	15.0
EJE 14C	14	Western	7.7	Gilmer (end of proposed siding)	57.0	Lake/Cook County line	49.3	5.3	20.3	15.0
EJE 14D	14	Western	11.7	Lake/Cook County line	49.3	Spaulding	37.6	5.3	20.3	15.0
EJE 15	15	Western	5.2	Rondout	65.5	Leithton (begin existing siding)	60.3	3.2	3.2	-
EJE 16	N/A	Western	9.1	Waukegan	74.6	Rondout	65.5	-	-	-
EJE 17	N/A	Illinois River	20.4	Plainfield	9.8	Goose Lake	30.2	-	-	-
EJE 18	N/A	Romeoville/Pat	6.0	E Bridge Jct	0.0	Romeoville	6.0	-	-	-
EJE 19	N/A	Downtown Line	1.4	Collins Street	0.7	Joliet	2.1	-	-	-
EJE 20	N/A	Hammond Brar	1.0	Shearson	44.0	Indianapolis Blvd	45.0	-	-	-
EJE 21	N/A	Whiting Branch	5.2	Cavanaugh	43.0	Whiting	48.2	-	-	-
EJE 22	N/A	City Track	6.6	Kirk Yard	0.0	Miller	6.6	-	-	-
EJE 23	N/A	Phoenix Lead	1.1	Spragues	0.0	Joliet	1.1	-	-	-

**Train Counts at Entry/Exit Points on EJ&E and Other Line Segments in United States Affected by Canadian National/EJ&E West Company Transaction**

**Pre-Transaction**

Entry_Station	Prev_Road	Prev_Seg_Num	Prev_From	Prev_To	Next_Road	Next_Seg_Num	Next_From	Next_To	Trains_per_Day
Chicago Hts	UP	4	Villa Grove	Chicago Hts	EJE	5	Chicago Hts	Griffith	0.5
Eola	BNSF	4	Eola	Galesburg	EJE	10	East Siding	Walker	2.3
Eola	EJE	10	East Siding	Walker	BNSF	4	Eola	Galesburg	2.3
Gary	CSXT	2	Curtis	Garrett	EJE	0	Gary	Indiana Harbor	0.1
Gary	EJE	0	Gary	Indiana Harbor	CSXT	2	Curtis	Garrett	0.1
Griffith	CN	23.1	Battle Creek	Griffith	EJE	5	Chicago Hts	Griffith	1.2
Griffith	EJE	5	Chicago Hts	Griffith	CN	23.1	Battle Creek	Griffith	1.6
Indiana Harbor	EJE	-1	Indiana Harbor	Hammond	IHB	1.2	Indiana Harbor	Gibson	0.2
Indiana Harbor	IHB	1.2	Indiana Harbor	Gibson	EJE	-1	Indiana Harbor	Hammond	0.2
Joliet	BNSF	3	Joliet	Galesburg	EJE	9	Walker	Bridge Junction	1.9
Joliet	EJE	9	Walker	Bridge Junction	BNSF	3	Joliet	Galesburg	1.9
Leithton	CN	22.1	Leithton	Fonlac	EJE	14	Leithton	Spaulding	1.5
Leithton	EJE	14	Leithton	Spaulding	CN	22.1	Leithton	Fonlac	0.4
Matteson	CN	0	Kankakee	Matteson	EJE	6	Matteson	Chicago Hts	0.0
Matteson	EJE	6	Matteson	Chicago Hts	CN	0	Kankakee	Matteson	1.2
Munger	CN	13	Broadview	Munger	EJE	13	Spaulding	Munger	0.1
Munger	EJE	13	Spaulding	Munger	CN	13	Broadview	Munger	1.0
Spaulding	CPRS	2	Bensenville	Spaulding	EJE	13	Spaulding	Munger	0.0
Spaulding	EJE	13	Spaulding	Munger	CPRS	2	Bensenville	Spaulding	0.0
Van Loon	EJE	3	Van Loon	Ivanhoe	NS	2	Van Loon	Ft Wayne	0.7
Van Loon	NS	2	Van Loon	Ft Wayne	EJE	3	Van Loon	Ivanhoe	0.7
Walker	EJE	9	Walker	Bridge Junction	EJE	9.1	Walker	IRL Junction	1.4
Walker	EJE	9.1	Walker	IRL Junction	EJE	9	Walker	Bridge Junction	1.4
West Chicago	EJE	11	West Chicago	East Siding	UP	5	Rochelle	West Chicago	2.6
West Chicago	EJE	12	Munger	West Chicago	UP	5	Rochelle	West Chicago	0.4
West Chicago	UP	5	Rochelle	West Chicago	EJE	11	West Chicago	East Siding	4.1
West Chicago	UP	5	Rochelle	West Chicago	EJE	12	Munger	West Chicago	0.4

**Train Counts at Entry/Exit Points on CN and Other Line Segments in United States Affected by  
Canadian National/EJ&E West Company Transaction**

**Pre-Transaction**

Entry_Station	Prev_Road	Prev_Seg_Num	Prev_From	Prev_To	Next_Road	Next_Seg_Num	Next_From	Next_To	Trains_per_Day
14th St	CSXT	1	46th St	Madison St	BRC	7	Cicero	14th St	3.5
16th St	BNSF	1	16th St	Western Ave	CN	8	67th St	16th St	1.3
16th St	CN	8	67th St	16th St	BNSF	1	16th St	Western Ave	0.4
55th St	BRC	4	55th St	Lemoyme	BRC	9	55th St	Clearing West	2.3
55th St	BRC	9	55th St	Clearing West	BRC	4	55th St	Lemoyme	2.1
Argo	CN	16	Glenn Yard	Argo	IHB	3	Ridge	CP Canal	0.7
Argo	CN	16	Glenn Yard	Argo	IHB	4	CP Canal	Broadview	1.2
Argo	IHB	3	Ridge	CP Canal	CN	16	Glenn Yard	Argo	1.0
Argo	IHB	4	CP Canal	Broadview	CN	16	Glenn Yard	Argo	1.0
B12	CN	21	B12	Schiller Park	CPRS	1	Cragin	B12	0.0
B12	CN	21	B12	Schiller Park	IHB	7	Norpaul	B12	5.1
B12	CPRS	1	Cragin	B12	CN	21	B12	Schiller Park	3.6
B12	IHB	7	Norpaul	B12	CN	21	B12	Schiller Park	7.0
Blue Island	CN	25	CN Jct	Blue Island	IHB	2	Blue Island	Ridge	5.9
Blue Island	IHB	2	Blue Island	Ridge	CN	25	CN Jct	Blue Island	3.8
Broadview	CN	12	Hawthorne	Broadview	IHB	5	Broadview	CP Hill	1.3
Broadview	IHB	5	Broadview	CP Hill	CN	12	Hawthorne	Broadview	0.1
Cicero	BRC	6	Hawthorne Crossing	Cicero	BNSF	2	Cicero	Eola	1.0
CP Hill	IHB	5	Broadview	CP Hill	UP	3	CP Hill	Proviso	1.4
CP Hill	IHB	6	CP Hill	Norpaul	UP	3	CP Hill	Proviso	1.0
CP Hill	UP	3	CP Hill	Proviso	IHB	6	CP Hill	Norpaul	0.9
Cragin	BRC	8	14th St	Cragin	CPRS	1	Cragin	B12	3.6
Cragin	CPRS	1	Cragin	B12	BRC	8	14th St	Cragin	0.0
Dolton	UP	2	Yard Center	Dolton	IHB	1	Dolton	Gibson	1.6
Griffith	CN	23	Griffith	Thornton Jct	CN	23.1	Battle Creek	Griffith	10.1
Griffith	CN	23.1	Battle Creek	Griffith	CN	23	Griffith	Thornton Jct	12.0
Griffith	CN	23.1	Battle Creek	Griffith	EJE	5	Chicago Hts	Griffith	1.2
Griffith	EJE	5	Chicago Hts	Griffith	CN	23.1	Battle Creek	Griffith	1.5
Hawthorne Crossing	BRC	5	Lemoyme	Hawthorne Crossing	CN	11	Belt Crossing	Hawthorne	1.4
Hawthorne Crossing	BRC	6	Hawthorne Crossing	Cicero	CN	10	Bridgeport	Belt Crossing	0.1
Hawthorne Crossing	BRC	6	Hawthorne Crossing	Cicero	CN	11	Belt Crossing	Hawthorne	0.0
Hawthorne Crossing	CN	10	Bridgeport	Belt Crossing	BRC	6	Hawthorne Crossing	Cicero	0.2
Hawthorne Crossing	CN	11	Belt Crossing	Hawthorne	BRC	5	Lemoyme	Hawthorne Crossing	0.8
Hawthorne Crossing	CN	11	Belt Crossing	Hawthorne	BRC	6	Hawthorne Crossing	Cicero	0.0
Hayford	BRC	2	Hayford	Clearing East	CN	26	Blue Island	Hayford	0.8
Hayford	CN	26	Blue Island	Hayford	BRC	2	Hayford	Clearing East	2.6
Joliet	BNSF	3	Joliet	Galesburg	CN	18	Lemont	Joliet	0.9
Joliet	CN	18	Lemont	Joliet	BNSF	3	Joliet	Galesburg	0.9
Leithton	CN	22	Schiller Park	Leithton	CN	22.1	Leithton	Fonlac	10.4
Leithton	CN	22.1	Leithton	Fonlac	CN	22	Schiller Park	Leithton	8.7
Leithton	CN	22.1	Leithton	Fonlac	EJE	14	Leithton	Spaulding	1.4
Leithton	EJE	14	Leithton	Spaulding	CN	22.1	Leithton	Fonlac	0.4
Madison St	CN	19	Madison St	Forest Park	CSXT	1	46th St	Madison St	3.5
Matteson	CN	1	Matteson	Markham	CN	1.1	Kankakee	Matteson	5.9
Matteson	CN	1.1	Kankakee	Matteson	CN	1	Matteson	Markham	6.7
Matteson	CN	1.1	Kankakee	Matteson	EJE	6	Matteson	Chicago Hts	0.0
Matteson	EJE	6	Matteson	Chicago Hts	CN	1.1	Kankakee	Matteson	1.2
Munger	CN	13	Broadview	Munger	CN	13.1	Munger	Rockford	1.0
Munger	CN	13.1	Munger	Rockford	CN	13	Broadview	Munger	1.0
Munger	EJE	13	Spaulding	Munger	CN	13	Broadview	Munger	1.0
Rockwell St	BRC	0	80th St	Rockwell St	BRC	1	Rockwell St	Hayford	1.1
Rockwell St	BRC	1	Rockwell St	Hayford	BRC	0	80th St	Rockwell St	1.1
Thornton Jct	CN	23	Griffith	Thornton Jct	UP	1	Thornton Jct	Yard Center	0.9
Thornton Jct	UP	1	Thornton Jct	Yard Center	CN	23	Griffith	Thornton Jct	1.6

**Train Counts at Entry/Exit Points on CN, EJ&E and Other Line Segments in United States Affected by  
Canadian National/EJ&E West Company Transaction**

**Post-Transaction**

Entry_Station	Prev_Road	Prev_Seg_Num	Prev_From	Prev_To	Next_Road	Next_Seg_Num	Next_From	Next_To	Trains_per_Day
B12	CN	21	B12	Schiller Park	IHB	7	Norpaul	B12	1.0
B12	IHB	7	Norpaul	B12	CN	21	B12	Schiller Park	1.0
Blue Island	CN	25	CN Jct	Blue Island	IHB	2	Blue Island	Ridge	1.0
Chicago Hts	UP	4	Villa Grove	Chicago Hts	EJE	5	Chicago Hts	Griffith	1.5
CP Hill	IHB	5	Broadview	CP Hill	UP	3	CP Hill	Proviso	1.0
CP Hill	IHB	6	CP Hill	Norpaul	UP	3	CP Hill	Proviso	1.0
CP Hill	UP	3	CP Hill	Proviso	IHB	6	CP Hill	Norpaul	1.0
Dolton	UP	2	Yard Center	Dolton	IHB	1	Dolton	Gibson	1.9
Eola	BNSF	4	Eola	Galesburg	EJE	10	East Siding	Walker	3.8
Eola	EJE	10	East Siding	Walker	BNSF	4	Eola	Galesburg	3.8
Gary	CSXT	2	Curtis	Garrett	EJE	0	Gary	Indiana Harbor	0.1
Gary	EJE	0	Gary	Indiana Harbor	CSXT	2	Curtis	Garrett	0.1
Griffith	CN	23.1	Battle Creek	Griffith	CN	23	Griffith	Thornton Jct	2.9
Griffith	CN	23.1	Battle Creek	Griffith	EJE	4	Griffith	Van Loon	2.0
Griffith	CN	23.1	Battle Creek	Griffith	EJE	5	Chicago Hts	Griffith	6.1
Griffith	EJE	4	Griffith	Van Loon	CN	23.1	Battle Creek	Griffith	3.0
Griffith	EJE	5	Chicago Hts	Griffith	CN	23.1	Battle Creek	Griffith	4.6
Indiana Harbor	EJE	-1	Indiana Harbor	Hammond	IHB	1.2	Indiana Harbor	Gibson	0.2
Indiana Harbor	IHB	1.2	Indiana Harbor	Gibson	EJE	-1	Indiana Harbor	Hammond	0.2
Joliet	BNSF	3	Joliet	Galesburg	EJE	7	Rock Island Jct	Matteson	0.1
Joliet	BNSF	3	Joliet	Galesburg	EJE	9	Walker	Bridge Junction	1.9
Joliet	EJE	9	Walker	Bridge Junction	BNSF	3	Joliet	Galesburg	1.9
Leithton	CN	22	Schiller Park	Leithton	CN	22.1	Leithton	Fonlac	1.0
Leithton	CN	22.1	Leithton	Fonlac	CN	22	Schiller Park	Leithton	1.0
Leithton	CN	22.1	Leithton	Fonlac	EJE	14	Leithton	Spaulding	7.4
Leithton	EJE	14	Leithton	Spaulding	CN	22.1	Leithton	Fonlac	8.4
Lemoyne	BRC	4	55th St	Lemoyne	CN	15	Lemoyne	Glenn Yard	1.0
Lemoyne	CN	15	Lemoyne	Glenn Yard	BRC	4	55th St	Lemoyne	1.0
Matteson	CN	1	Matteson	Markham	CN	1.1	Kankakee	Matteson	1.0
Matteson	CN	1	Matteson	Markham	EJE	6	Matteson	Chicago Hts	2.0
Matteson	CN	1	Matteson	Markham	EJE	7	Rock Island Jct	Matteson	2.0
Matteson	CN	1.1	Kankakee	Matteson	CN	1	Matteson	Markham	1.0
Matteson	CN	1.1	Kankakee	Matteson	EJE	6	Matteson	Chicago Hts	2.1
Matteson	CN	1.1	Kankakee	Matteson	EJE	7	Rock Island Jct	Matteson	2.0
Matteson	EJE	6	Matteson	Chicago Hts	CN	1	Matteson	Markham	2.0
Matteson	EJE	6	Matteson	Chicago Hts	CN	1.1	Kankakee	Matteson	4.2
Matteson	EJE	7	Rock Island Jct	Matteson	CN	1	Matteson	Markham	2.0
Matteson	EJE	7	Rock Island Jct	Matteson	CN	1.1	Kankakee	Matteson	2.0
Munger	CN	13.1	Munger	Rockford	EJE	12	Munger	West Chicago	1.0
Munger	EJE	12	Munger	West Chicago	CN	13.1	Munger	Rockford	1.0
Spaulding	CPRS	2	Bensenville	Spaulding	EJE	13	Spaulding	Munger	1.0
Spaulding	EJE	13	Spaulding	Munger	CPRS	2	Bensenville	Spaulding	1.0
Spaulding	EJE	13	Spaulding	Munger	ICE	1	Spaulding	Rockford	0.0
Spaulding	ICE	1	Spaulding	Rockford	EJE	13	Spaulding	Munger	0.0
Thornton Jct	CN	23	Griffith	Thornton Jct	UP	1	Thornton Jct	Yard Center	1.9
Van Loon	EJE	3	Van Loon	Ivanhoe	NS	2	Van Loon	Ft Wayne	0.7
Van Loon	EJE	4	Griffith	Van Loon	NS	2	Van Loon	Ft Wayne	1.0
Van Loon	NS	2	Van Loon	Ft Wayne	EJE	3	Van Loon	Ivanhoe	0.7
Walker	EJE	9	Walker	Bridge Junction	EJE	9.1	Walker	IRL Junction	1.4
Walker	EJE	9.1	Walker	IRL Junction	EJE	9	Walker	Bridge Junction	1.4
West Chicago	EJE	11	West Chicago	East Siding	UP	5	Rochelle	West Chicago	3.0
West Chicago	EJE	12	Munger	West Chicago	UP	5	Rochelle	West Chicago	0.4
West Chicago	UP	5	Rochelle	West Chicago	EJE	11	West Chicago	East Siding	5.6
West Chicago	UP	5	Rochelle	West Chicago	EJE	12	Munger	West Chicago	0.4

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July 2, 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 supplement the response I provided on April 1, 2008, to item no. 25 from SEA's Data and Information Request #2, which you sent as an enclosure to your letter of March 7, 2008, to Normand Pellerin of CN.

25. According to Indiana Department of Natural Resources (DNR), all three proposed Indiana connections would be located within the Indiana coastal zone management area. Indiana DNR indicated it is willing to work with CN to obtain consistency with Indiana's coastal zone management program. (It is typical that rail applicants seek a consistency determination directly from the appropriate coastal zone management agency.) Is CN currently taking the lead for coordination regarding the Indiana coastal zone determination process? If so, please provide information on the status of these coordination efforts.

CN has been in consultation with the Indiana Department of Natural Resources ("DNR"), and in accordance with guidance from DNR is preparing a consistency certification, stating that CN's proposed acquisition of EJ&EW, as well as construction projects to be carried out in implementing that acquisition, would comply with and be conducted in a manner consistent with Indiana's coastal zone management program. CN expects that certificate to be completed in the near future, at which time it will be submitted to SEA, with a copy transmitted to DNR.

HARKINS CUNNINGHAM LLP

*Attorneys at Law*

Ms. Victoria J. Rutson, Chief

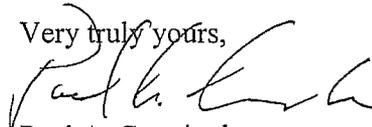
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If you have any further questions regarding the application of the Coastal Zone Management Act, 16 U.S.C. §§ 1451 et seq., to the proposed Transaction, please let me know and I will provide you the requested information.

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