

June 15, 2022

BY E-FILING

Ms. Cynthia T. Brown, Chief
Section of Administration
Office of Proceedings
Surface Transportation Board
395 E Street, S.W., Room 1034
Washington, DC 20423-0001

304774
ENTERED
Office of Proceedings
June 15, 2022
Part of
Public Record

Re: *Application of the National Railroad Passenger Corporation Under 49 U.S.C. § 24308(a)—
Canadian National Railway Company* (Finance Docket No. 35743)

Dear Ms. Brown:

Attached for filing in the above-referenced docket are Errata to Post-Interim Decision Opening Submission of Illinois Central Railroad Company and Grand Trunk Western Railroad. The unredacted version of the Errata is designated as Confidential under the protective order in this proceeding and is therefore being filed under seal. A redacted version is also being provided for placement on the public record.

Sincerely,

/s/ David A. Hirsh

David A. Hirsh

*Counsel for Illinois Central Railroad Company
and Grand Trunk Western Railroad Company*

Enclosures

cc: All Parties of Record

**ERRATA TO THE POST-INTERIM DECISION
OPENING SUBMISSION OF
ILLINOIS CENTRAL RAILROAD COMPANY
AND GRAND TRUNK WESTERN RAILROAD**

Location of Correction	Strike Out	Insert (if any)	
p. 4, n.8, l. 5	Introduction and Background, Part A	Part I	
p. 5, l. 10	Amtrak's	CN's	
p. 6, l. 8	and expired by its own terms on August 11, 2013.		
p. 6, ll. 9-10	proceeding, ¹⁵ CN and Amtrak	proceeding, ¹⁵ CN and Amtrak	
p. 15, n.19, ll. 5-6	that FRA.	the Metrics and Standards	
p. 26, n.36	Matteucci/Kuxmann at XX	Matteucci/Kuxmann, Part II.C	
p. 34, n.51, l. 1	Matteucci/Kuxmann at III.D.2.b (pp. 44-45)	Matteucci/Kuxmann, Part II.D.2.a (pp. 30-34)	
p. 35, n.56, ll. 1-2	Amtrak Redline	RVS Vilter/Maga, Ex. 28 (VS (PID) Matteucci/Kuxmann) ("Amtrak Redline")	
p. 42, l. 5	Disputes	Delays	
p. 45, n.92	VS Vilter/Maga	RVS Vilter/Maga	
p. 51, n.115	D.2.c.viii (p. 59)	D.2.d.vii (p. 50)	
p. 59, n.135	2011 Operating Agreement, Appendix V, § A.4.c	SRVS Ladue/Kuxmann at 30	
p. 68, l. 4	checkpoint	checkpoint system	
p. 69, l. 4	using proposed	using schedules proposed	
p. 69, l. 7	different revised schedules.		
p. 71, n.163	Ex. 13	VS (PID) Matteucci/Kuxmann, Ex. 13	
p. 74, n.166	at	¶¶ 5, 7	
p.80, l. 14	over 1000 SRS delay and train consist records, over 800	about 1000 SRS delay and train consist records, over 700	
p. 86, l. 18	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 1	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 7	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 8	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 15	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 17	{ [REDACTED] }	{ [REDACTED] }	}
p. 87, l. 19	{ [REDACTED] }	{ [REDACTED] }	}
p. 89, l. 5	{ [REDACTED] }	{ [REDACTED] }	}

p. 89, l. 7	{			}
p. 90, l. 1	{			}
p. 99, l. 11	{			}

VS (PID) Matteucci/Kuxmann

Location of Correction		Strike Out	Insert (if any)	
p. 1, n.1, ll. 1-2		two of those subsidiaries	two indirect wholly-owned subsidiaries of Canadian National Railway Company	
p. 2, n.4, l. 8		Exhibit B	Exhibit 1	
p. 8, l. 4		Amtrak's	CN's	
p. 10, l. 7		Exhibit 2	Exhibit 1	
p. 11, n.16		<i>Id.</i> at 14.	Interim Decision at 14.	
p. 39, n.79		; see table at III.D.2.b, above ("Amtrak's delay codes cannot be relied on exclusively to identify the delays for which CN must be given relief")		
p. 40, n.80, l. 1		see table at III.D.2.b, above;		
p. 41, n. 86; p. 44, n. 96; p. 56, n. 127		Ex. 6	RVS Vilter/Maga, Ex. 31	
p. 77, l. 21; p. 77, l. 24		I	I (Scott Kuxmann)	
p.80, l. 8		paring	pairing	
p.81, n.156		See workpaper	See Baranowski workpaper	
p. 86, l. 2	{			}

VS (PID) Baranowski

Location of Correction		Strike Out	Insert (if any)	
p. 7, ll. 9-10	{			}
p. 9, Table 2, Row 2, Column 2	{			}
p. 9, Table 2, Row 4, Column 2	{			}
p. 11, l. 1		applicate/time	applicable time	

p. 12, l. 18		described in Part II		
p. 14, ll. 9-10		determine the total number of locomotive-minutes spent stationary in Idle Mode attributable to Amtrak: 26,699 minutes (445 hours)	determine that the total number of train-minutes spent stationary with one or more locomotives operating in Idle Mode attributable to Amtrak was 26,699 minutes (445 hours); because in some instances multiple locomotives were operating in Idle Mode, the corresponding number of locomotive-minutes was 31,273 (521 hours).	
p. 15, l. 1		that weighted average	the appropriate	

VS (PID) Summerfield/Nguyen-Hung/Zarembka

Add page numbers to the Statement as follows: Table of Contents and Definitions and Acronyms numbered as pages i-ii; body of Statement (beginning with “My name is John Summerfield”) numbered as pages 1-21.

Location of Correction		Strike Out	Insert (if any)	
p. 16, l. 12	{			}

VS (PID) Lizotte

Location of Correction		Strike Out	Insert (if any)	
p. 5, n.5		workpaper	Baranowski workpaper	

VS (PID) Peterson

Location of Correction		Strike Out	Insert (if any)	
¶ 2, ll. 7-9		attached as Appendix A	available at https://www.compasslexecon.com/wp-content/uploads/2018/04/Steven-Peterson-CV-April-2022.pdf	
¶ 26, ll. 1-2		pay (and accompanying payroll tax) obligations	pay obligations	

CERTIFICATE OF SERVICE

I, James M. Guinivan, hereby certify that I have, on June 15, 2022, caused the foregoing Errata to Post-Interim Decision Opening Submission of Illinois Central Railroad Company and Grand Trunk Western Railroad to be served upon all parties of records via electronic mail, as indicated below.

**Confidential
and Public Versions:**

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/s/ James M. Guinivan

James M. Guinivan