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March 12, 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

Surface Transportation Board
CN-EJ&E EIS - FD-35087
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**Re: Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company (STB Finance Docket No. 35087)**

Dear Ms. Rutson:

This letter is a further supplement to my letters to you of January 28, 2008, and February 12, 15, and 29, 2008, in which I responded on behalf of Applicants Canadian National Railway Company and Grand Trunk Corporation (together, "Applicants"; together with their rail carrier subsidiaries, "CN"), to requests you had made, in your letter of December 18, 2007, to Normand Pellerin of CN, in connection with the environmental review of the Transaction proposed in the above-referenced proceeding.

In this letter, I am providing information responsive to the following requests that remain outstanding:

8. Description of typical trains (CN, EJ&E and trackage-rights trains) anticipated to operate on the EJ&E, length, train speed, number of cars, number of engines, age distribution of locomotives, engine horsepower, gross tonnage.

In my letter of February 15, 2008, I provided information about typical CN, EJ&E, and other (*i.e.*, haulage and trackage rights trains of other railroads) trains, both currently operating on the EJ&E line and expected to operate on that line after the Transaction. In my letter of February 29, 2008, I provided information (including number of cars, gross tonnage, and train length), broken down by rail segment, for typical CN trains operating within the EJ&E arc on its own lines and on those of other railroads, both at present and after implementation of the proposed CN/EJ&EW Transaction.

As I noted in my letter of February 15, 2008, the speed of typical trains operating on the EJ&E line will vary from location to location on the track. Accordingly, using its Train Performance Calculator ("TPC") model, CN has calculated the speed of CN trains at grade

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crossings on the various segments used by CN within the EJ&E arc, just as it did for trains operating on the EJ&E line itself. The results of those calculations are presented on in tab "Crossing Speeds (outer)" on the Excel file, "Exhibit A-Train Speed at Crossings.xls," found on the enclosed CD and constituting Exhibit A to this letter. CN used TPC to calculate the speed of trains operating in both directions of the affected lines, both under a scenario in which the train would operate without any impedances, other than those that would be expected each time a train would operate, and under a scenario in which the train would be impeded at all conflict points (meets and crossing diamonds) throughout its journey. (As when the model was run for trains on the EJ&E line, it was assumed that in case of conflict, the train would move into sidings that would not leave the train blocking any rail-highway at-grade crossing.) The model was thus used to produce an unimpeded and an impeded speed in each direction. CN then averaged the four speeds (impeded and unimpeded in each direction) at each grade crossing to determine the average speed at the crossing. (It was CN's judgment that trains operating on lines within the EJ&E arc are likely to be impeded at conflict points more than half the time, and that averaging the speeds of the unimpeded and impeded trains would therefore be a conservative approach that would tend to overstate the train speeds and thus understate existing grade crossing delays.)

I would like to note that the information reported on Exhibit A regarding traffic on CN segment 20 (Forest Park to B12), both before and after implementation of the Transaction, includes one train per day in each direction that is delivered to or received from CSXT at BRC Clearing Yard. CN believes that, after acquisition of EJ&EW, moving the interchange point to Kirk Yard would make sense from the point of view of rail operations, but because CSXT has not agreed to make that change, CN's Operating Plan reports those two trains a day as continuing to move on segment 20 after implementation of the Transaction. If CN and CSXT were to agree to move their interchange point, however, these two trains would no longer operate on segment 20, but would move on the EJ&EW line around Chicago.

I would also like to note that as CN was preparing the final response to this question, it was discovered that the TPC runs for EJ&E trains, described in my letter to you of February 29, 2008, which were used to calculate the speeds of trains at grade crossings at the EJ&E arc, were in error. Running the TPC model requires the input of various data regarding the track and the train consist. When running the TPC for EJ&E trains, CN inadvertently omitted the tractive effort card for one of the two locomotives that were assumed to be the locomotive consist of a typical EJ&E train. As a result, the trains were modeled with the weight, length, and rolling resistance of two locomotives but with the pulling power of only one, as if the second locomotive had been shut down. As a result, the speeds of EJ&E trains, and thus the average train speeds for all trains at affected crossings, were understated. The corrected train speeds are set forth on the "Crossing Speeds (outer)" tab on Exhibit A-Train Speed at Crossings.xls. (Corrected calculations of vehicular delay at grade crossings on the EJ&E arc, based on the corrected speeds, are set forth on the "EJE Crossings" tab on the Excel file, "CN-EJE Grade Crossing Analysis.xls," found in Exhibit C on the enclosed CD.)

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19. Specifics as to average fuel efficiency (in units of gross ton miles/gallon) for existing EJ&E operations, future CN operations on EJ&E, and current CN operations on CN lines in Chicago metro area.

Using the TPC calculations described in the response to item no. 8, above, CN has calculated that the fuel efficiency of a typical CN train operating within the EJ&E arc before implementation of the Transaction would be 1,066 gross ton-miles per imperial gallon (or 888 gross ton-miles per U.S. gallon¹) and that the fuel efficiency of a typical CN train operating within the arc after implementation of the Transaction would be 987 gross ton-miles per imperial gallon (or 822 gross ton-miles per U.S. gallon). Those calculations are presented in the Excel file, "Segment_Fuel_Consumption_CN.xls," included in Exhibit B to this letter (which is found on the enclosed CD).

Representatives of HDR Engineering, Inc. ("HDR," the Board's third-party consultant for environmental review of the Transaction) have questioned the calculations of fuel efficiency of trains operating on the EJ&E arc that were reported in my letter to you of February 15, 2008, including Exhibit C thereto. In response to those inquiries, CN has reexamined those calculations and determined that they were in fact incorrect. The corrected calculations are reported on the Excel file "Segment_Fuel_Consumption_EJE.xls," included in Exhibit B on the enclosed CD. The actual fuel efficiency of (1) a typical EJ&E train operating today, as well as that of a typical EJ&E train after implementation of the Transaction, would be 895 gross ton-miles per imperial gallon, or 745 gross ton-miles per U.S. gallon, (2) a typical "Other" (i.e., non-CN haulage or trackage rights) train operating on the EJ&E line, before or after implementation of the Transaction, would be 1,160 gross ton-miles per imperial gallon (966 gross ton-miles per U.S. gallon), (3) a typical CN train presently operating by trackage rights on EJ&E would be 930 gross ton-miles per imperial gallon (774 gross ton-miles per U.S. gallon), and (4) a typical (non-EJ&EW) CN train operating on the EJ&E line after implementation of the Transaction would be 1,259 gross ton-miles per imperial gallon (1,048 gross ton-miles per U.S. gallon). The composite fuel efficiency of trains operating on EJ&E (i.e., the weighted average of CN, EJ&E, and other trains) would be 985 gross ton-miles per imperial gallon (820 gross ton-miles per U.S. gallon) before the Transaction, and 1,199 gross ton-miles per imperial gallon (998 gross ton-miles per U.S. gallon) after implementation of the Transaction. These composite fuel efficiency numbers are reported on the "Segment_Fuel_Consumption_EJE.xls" Excel file in Exhibit B.

The fuel efficiency calculations are summarized on the Excel file, "Segment_Fuel_Consumption_Summary.xls," also found in Exhibit B. In addition, that file reports total fuel consumption per day (in imperial gallons), both before and after implementation of the Transaction, on EJ&E's lines and on those used by CN within the EJ&E arc.

¹ Based on a conversion factor of 1.20094992550486 imperial gallons per U.S. gallon.

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26. Any estimates or projections of train or vehicle traffic congestion reductions along with associated emissions reductions, reductions in train delay, reduction in traffic delay at at-grade crossings.

Parsons Transportation Group ("Parsons"), an environmental consulting firm retained by CN to assist it in evaluating environmental impacts of the Transaction, has calculated vehicular delay at grade crossings within the EJ&E arc before and after implementation of the Transaction. In making these calculations, Parsons used the train speeds reported in the response to item no. 8 above and the typical train information reported in my letter to you of February 29, 2008, and applied the methodologies used by SEA to make its grade-crossing delay analyses Bayport Loop EIS. The results of those calculations are set forth on the "Inside Arc Crossings" tab on the Excel file, "CN-EJE Grade Crossing Analysis.xls," found on Exhibit C on the enclosed CD. (This tab does not include information about non-CN trains. We could not easily obtain this information for the non-CN rail segments, and it would have been confusing and misleading to include it for some segments but not others.) As noted above, Parsons has also recalculated its computations for vehicular delay at grade crossings on the EJ&E arc, reflecting the corrected train speeds reported in the response to item 8 above. Those calculations are found on the "EJE crossings" tab on the "CN-EJE Grade Crossing Analysis.xls" Excel file in Exhibit C.

Please note that the railroads identified on the "Inside Arc Crossings" tab as "GTW," "CC," "IC," and "WC" are individual railroads in CN's corporate family, all of which are referred to simply as "CN" on the train speed table found in Exhibit A. Also, the "Inside Arc Crossings" tab identifies the line between B12 and Cragin as belonging to "NIRC" (for Northeastern Illinois Regional Commuter Rail, or Metra, the commuter operator of the line); on the train speed table in Exhibit A, this segment is identified as belonging to "CPRS" (for Canadian Pacific Railway System, the primary freight operator on the line).

The calculations reported in Exhibit C indicate that the net result of the Transaction would be to reduce total vehicle delay at grade crossings in the Chicago area by 174 hours. Parsons intends to use these to compute net reductions of fuel consumption and related emissions from vehicles delayed at affected grade crossings throughout the affected area. CN will provide that information promptly to SEA once it is available.

* * * * *

If you have any questions regarding any of the responses provided with this letter, please feel free to call me, and I will do whatever I can to provide you with the answers. In addition, we have received your second set of information requests, included with your letter to me of March 7, 2008, and will provide CN's responses to those requests as quickly as possible.

HARKINS CUNNINGHAM LLP

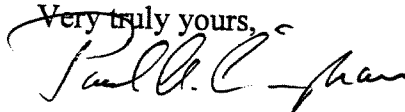
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Please let me know what further assistance we may provide that would help SEA complete its environmental review expeditiously.

Very truly yours,


Paul A. Cunningham

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures (on CD)

cc: John H. Morton
Normand Pellerin

TYPICAL TRAINING INFORMATION

[illegible]

CN	Idabel	9TH ST	32.59	32.59	18	Idabel	Idabel	8	2.0	40	40	30	30	40	40	30	30	35	35	35	35
CN	Idabel	10TH ST	32.70	32.70	18	Idabel	Idabel	8	2.0	40	40	30	30	40	40	30	30	35	35	35	35
CN	Idabel	11TH ST	32.89	32.89	18	Idabel	Idabel	8	2.0	40	40	30	30	40	40	30	30	35	35	35	35
CN	Idabel	12TH ST	33.11	33.11	18	Idabel	Idabel	8	2.0	40	40	30	30	40	40	30	30	35	35	35	35

***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	48.8	16.6	35.3	16.6	3.6	60.4
BRC	9	Clearing West	55th St	52.8	48.8	40.6	44.4	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	11.7	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	Norpaui	12.0	12.3	12.0	12.3	12.2	12.1	147.1
IHB	7	Norpaui	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
Total Gallons (Imp) per Day										11,317
Total GTMs per Day										12,066,766
GTM's/Gallon (Imp)										1,066

Fuel Consumption - Pre-Transaction

CN													EJF													Other												
Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Cuts	Trains	Total	Impeded Run		Unimpeded Run		Avg Cuts	Trains	Total	Impeded Run		Unimpeded Run		Avg Cuts	Trains	Total														
E/JE				Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gals/Imp	Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gals/Imp	Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gals/Imp														
E/JE	14	Lathion	Spaulding	231.7	173.5	209.5	162.9	194.4	1.1	211.4	117.1	6.7	91.5	103.6	84.0	99.1	3.5	342.7	182.7	140.3	163.0	13.9	153.5	115.3														
E/JE	13	Spaulding	Munger	9.3	17.1	40.5	47.2	3.0	1.1	14.1	6.7	7.5	6.7	5.3	6.7	3.6	23.9	37.0	68.1	28.4	52.3	0.7	0.7	6.8														
E/JE	12	Munger	West Chicago	49.0	76.0	40.5	87.6	5.8	0.0	0.0	23.2	42.6	18.2	31.6	28.9	6.6	105.5	43.7	64.4	43.7	48.7	0.7	0.7	34.7														
E/JE	11	West Chicago	Wilder	52.9	75.4	52.1	82.0	6.0	0.0	0.0	28.0	40.3	28.0	31.5	32.0	7.6	241.9	49.4	68.4	29.3	72.5	3.1	156.0	150.0														
E/JE	10	East Chicago	Walker	44.1	85.3	44.6	87.7	6.4	0.0	0.0	18.8	45.9	18.7	45.9	41.6	8.9	282.8	54.1	68.4	34.8	82.7	4.9	6.8	340.9														
E/JE	9	Walker	Bridge Junction	69.3	99.9	45.7	95.7	7.7	0.0	0.0	35.0	53.1	22.3	52.3	11.6	11.6	487.0	54.1	91.1	34.8	82.7	6.3	6.8	623.7														
E/JE	8	Bridge Junction	Rock Island Jct	6.0	13.7	3.4	12.4	1.8	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	3.1	3.1	32.2														
E/JE	7	Rock Island Jct	Matteoson	207.7	141.4	207.7	119.4	188.9	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	130.4	1.6	213.0	636.8													
E/JE	6	Matteoson	Chicago Hts	24.0	37.1	17.2	28.0	3.1	0.0	35.6	12.7	21.2	8.1	21.2	15.8	9.2	92.4	20.1	34.0	12.8	28.9	2.2	1.6	39.5														
E/JE	5	Chicago Hts	Griffith	75.8	99.0	73.7	91.1	8.8	1.2	104.7	42.0	54.8	40.0	49.4	46.6	6.9	322.9	64.9	86.9	62.2	78.0	7.2	2.1	151.8														
E/JE	4	Griffith	Van Loan	31.3	40.0	26.2	28.4	3.5	0.0	0.0	19.1	22.5	14.4	14.4	17.7	7.1	125.5	29.7	35.6	22.9	23.2	2.7	0.5	14.8														
E/JE	3	Van Loan	Vanhook	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	25.4	8.6	14.1	1.7	0.5	14.8														
E/JE	2	Vanhook	Cavanaugh	11.2	12.6	7.7	13.3	11.2	0.0	0.0	6.4	6.4	6.6	6.6	5.9	9.2	54.6	8.7	10.3	5.9	10.4	1.8	0.5	9.0														
E/JE	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	2.1	0.5	9.1														
Total Cations (Imp) per Day								366								2,849								1,577				4,792										
Total GtM's per Day								340,192								2,549,135								1,239,254				4,718,561										
GtM's/Gallon (Imp)								930								895								1,160				985										

Fuel Consumption - Post-Transaction

CN										E/E										Other									
Road	Segment	From Station	To Station	Impeded Run		Unimpeded Run		Avg Gals	Trains	Total	Impeded Run		Unimpeded Run		Avg Gals	Trains	Total	Impeded Run		Unimpeded Run		Avg Gals	Trains	Total					
				Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gall/Day	Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gall/Day	Forward	Reverse	Forward	Reverse	Per Train	Per Day	Gall/Day					
E/E	14	Lorillon	Stanbury	200.4	153.2	181.0	142.5	169.3	16.1	18.1	2,732.2	1,171.1	103.6	99.4	99.4	3.5	342.7	182.7	93.7	103.3	131.9	155.3	0.7	6.8	115.3				
E/E	12	Stauding	Wagner	9.2	15.5	9.2	13.6	52.8	19.0	18.1	215.4	6.7	42.6	18.2	43.0	28.6	3.6	23.9	96.7	10.3	93.0	7.1	9.2	0.7	6.8	31.81			
E/E	12	Murphy	West Chicago	42.7	69.6	34.8	52.8	50.0	19.0	18.1	950.2	28.0	18.2	31.6	28.6	3.6	189.3	170.2	69.1	28.4	52.3	46.7	0.7	6.8	34.7				
E/E	10	East Chicago	West Chicago	48.7	69.6	49.6	56.2	56.0	20.9	18.1	1,171.4	18.8	28.0	31.5	32.0	7.6	245.2	29.3	64.4	43.7	48.7	50.1	3.1	156.0	20.9				
E/E	9	Walker	Wagner Junction	35.4	75.3	35.5	78.5	56.3	23.8	18.1	56.0	28.0	18.7	45.9	31.8	8.9	282.8	29.3	64.4	43.7	48.7	50.1	3.1	156.0	20.9				
E/E	8	Bridge Junction	Rock Island Jct	5.8	12.2	5.9	12.2	8.9	23.8	18.1	1,665.1	35.0	58.1	22.3	52.3	41.9	15.4	457.0	54.1	91.1	42.8	82.1	82.5	6.8	68.8				
E/E	7	Rock Island Jct	Mattoon	181.5	125.2	181.5	125.2	14.8	23.8	23.8	209.1	6.3	11.4	10.6	13.1	8.2	15.6	125.8	6.3	16.6	3.4	83.5	136.1	3.8	32.2				
E/E	6	Mattoon	Chicago Hts	28.4	36.4	28.4	36.4	15.1	18.1	21.9	3,254.6	12.7	21.2	12.1	21.2	15.8	5.8	92.4	20.1	34.0	12.8	34.0	25.2	1.6	2.1				
E/E	5	Chicago Hts	Griffith	69.5	91.2	69.5	91.2	83.7	78.0	25.2	1,618.7	42.9	54.8	14.0	44.7	45.6	6.9	322.9	64.9	86.9	62.2	78.9	75.2	2.1					
E/E	4	Griffith	Van Loan	29.7	36.5	25.9	33.7	29.4	21.0	21.0	616.4	14.0	14.0	14.0	14.7	17.7	7.1	125.5	29.7	35.6	22.9	23.2	0.5	14.8					
E/E	3	Van Loan	Vanhook	10.5	22.9	15.1	15.1	98	20.0	20.0	349.5	13.3	4.3	8.6	10.4	10.4	9.2	95.3	22.0	23.4	8.6	10.4	0.5	8.0					
E/E	2	Vanhook	Cavanaugh	10.5	10.7	6.2	11.7	98	20.0	20.0	195.5	6.4	8.6	8.6	8.6	9.2	54.6	18.7	10.3	5.9	10.4	17.0	0.5	4.7					
E/E	1	Cavanaugh	Gary	14.1	20.2	10.7	13.3	17.0	20.0	20.0	339.0	8.4	8.2	14.0	14.0	11.2	112.2	13.3	21.1	13.3	21.1	17.2	0.5	9.1					
Total Gallons (Imp) per Day										15,630										2,540,135									
Total Gallons (Unimp) per Day										19,677,755										1,829,256									
Total Gallons (Imp) per Day										1,259										895									
Total Gallons (Unimp) per Day										1,577										1,160									
Total Gallons (Imp) per Day										24,056										1,199									

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

EJE Lines

	Total Gallons (Imp) per Day		Total GTM's per Day		GTM's/Gallon (Imp)	
	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction	Pre-Transaction	Post-Transaction
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
Total	4,792	20,056	4,718,581	24,056,144	985	1,199

CN and Other Lines

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

[illegible]

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