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October 13, 2009

Mr. Matthew T. Wallen  
Director  
Office of Public Assistance, Governmental  
Affairs & Compliance  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423

Dear Director Wallen:

Please find enclosed the status report for the month of September 2009 on operational matters related to CN's acquisition of the major portion of the Elgin, Joliet and Eastern Railway Company (EJ&E), as required in the Board's final decision served December 24, 2008 approving this transaction.

As we continue the integration of the EJ&E into CN, our systems for gathering and accounting for the information required for these reports are constantly improving, as reflected in this report and those to follow.

The enclosed report provides information on the following operational matters:

- ***Interchanges:*** the report lists the number of cars interchanged at each interchange location on the EJ&E for each month since CN's acquisition of the EJ&E (with separate sheets showing cars delivered, cars received, and total cars interchanged), and includes a comparison of September 2008 and September 2009 interchange numbers at each location.
- ***Railroad at-grade crossings:*** the report identifies delays at railroad interlockings along the EJ&E line that occurred during September 2009. This report reflects the continuing refinement of our data generation following the integration earlier this year of our EJ&E operations into our SRS computer system.

- *Accidents and injuries:* the report provides the date and descriptive information about each FRA-reportable accident and injury that occurred on the EJ&E line or on CN lines within the EJ&E arc during September 2009.
- *Street crossing blockages:* the report provides data concerning each instance during September 2009 where a crossing was blocked by a stopped train for 10 minutes or more.
- *Train volumes:* the report provides train counts for operations over segments of EJ&E's principal lines and on CN lines through Chicago during September 2009. Please note that train counts reflect revenue movements only, including their respective empty movements if applicable.

Please also note the following updates regarding our operations generally on the EJ&E and related activities.

- We did not divert any additional trains onto the EJ&E in September. Increases in some reported train counts are due to CN's improved accounting for multiple movements of local trains serving industries.
- CN Police continue to conduct Operation Lifesaver Presentations, with eight additional presentations made in the month of September at the Tri-Town Safety Village for second grade students attending Bibich Elementary School in Dyer, Indiana. This school is located within 1/4 mile of the former EJ&E tracks. A total of 126 students attended the presentations.

In their continuing effort to schedule future Operation Lifesaver presentations with schools in close proximity to the former EJ&E tracks, CN Police committed in September to give additional presentations in the month of October to students attending Peterson Elementary School in Naperville, Illinois, and in November to students attending the Montessori School of Plainfield, Illinois and the Montessori School of Frankfort, Illinois. All three of these schools are located within 1/4 mile of the former EJ&E tracks.

- CN Police continued meeting with emergency responders in Lake County, Indiana and CN operating personnel in preparation for the full-scale exercise scheduled for later this month in Schererville, Indiana.

Mr. Matthew T. Wallen  
October 13, 2009  
Page Three

Please do not hesitate to contact me if you or your colleagues have any questions on this report or need additional information on CN's Chicago-area operations.

Sincerely,

A handwritten signature in black ink that reads "Karen Borlaug Phillips". The signature is written in a cursive, flowing style.

Karen Borlaug Phillips  
Vice President – North American  
Government Affairs

Enclosure

# Accidents and Incidents

**Accidents on CN tracks inside of the EJ&E “Arc” and on EJ&E Tracks  
September 2009 data for October 2009 report**

<u>Event Date</u>	<u>Subdivision</u>	<u>Description</u>
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NONE

**Injuries on CN tracks inside of the EJ&E "Arc" and on EJ&E Tracks  
September 2009 data for October 2009 report**

<u>Event Date</u>	<u>Subdivision</u>	<u>Description</u>
<b><u>CN - Inside of EJ&amp;E "Arc"</u></b>		
09/07/2009	Chicago	Employee leaned over while seated and the arm of his chair broke, causing him to fall to the floor. Minor bruises and aches.
09/19/2009	Woodcrest	Employee was using a specialized tool to straighten a bent air hose hanger when it slipped, injuring his finger as his arm jerked from the slip.
09/25/2009	Woodcrest	Employee was assisting lifting a small portable dumpster to empty it when she felt pain in her back.
09/25/2009	Woodcrest	Employee was bitten on his leg by an insect while moving engines. The bite eventually became infected.
<b><u>EJ&amp;E</u></b>		
09/08/2009	Leithton	Employee was trimming a non-metal container seal when the knife he was using slipped, cutting his right leg.

# Street Crossing Blockages

**Crossing Blockages of Ten or More Minutes Caused by Stopped Trains  
(September 2009)**

Number	Date	Train ID	Community	Crossing	Delay	Approx Time	Comments
1	09.03.2009	M30251-30	Lake Zurich	Cuba Rd.	27 min.	0819	<b>Mechanical:</b> Train (104 cars (79 loads, 25 empties), 7,457 feet) stopped waiting for late Metra train at Barrington interlocking; train was then flagged through interlocking at restricted speed due to a train meet at Sutton. <b>Corrective Action:</b> A control point (power switch) will be installed at the North Barrington interlocking on Oct 6th, allowing a train to proceed on a clear signal indication instead of having to stop and be talked through the signal.
2	09.04.2009	M30131-03	West Chicago	Hawthorne Ln.	30 min.	0517	<b>Mechanical:</b> Train (146 cars (45 loads, 101 empties), 9,693 feet) was moving through West Chicago and went into emergency over Hawthorn Lane. Conductor walked back to cut Hawthorne Lane and discovered the 29th car had a broken brake rigging bracket. <b>Corrective Action:</b> The crew set out the car in West Chicago yard.
3	09.06.2009	C74091-05	East Joliet	N Rowell Ave.	38 min.	0216	<b>Mechanical:</b> Train (118 cars (118 loads, 0 empties), 6,468 feet, 16,876 tons, and .4 HPT) stopped after stalling on crossing. <b>Corrective Action:</b> Trainmaster immediatly sent L519 to shove train out of the yard and over the hill.
4	09.18.2009	M34371-17	Oswego	91st St. 87th St.	69 min.	2053	<b>Mechanical:</b> Train (138 cars (88 loads, 50 empties), went into emergency at MP18 and air did not recover. Conductor found defected pin lifter on the 134th car causing the train to separate between the 133rd and 134th cars. <b>Corrective Action:</b> The pin lifter was disconnected and the train pulled down to Diehl Rd.
5	09.20.2009	M39731-19	Sauk Village	Torrence Ave.	63 min.	0603	<b>Mechanical:</b> Train (162 cars (75 loads, 87 empties), 10,494 feet) stopped to inspect 125th car for hot wheels, partially blocking crossing because of the length. <b>Corrective Action:</b> Detector site reading showed all wheels were hot but upon inspection the wheels had cooled off. Conductor therefore took no exceptions because hand brakes were nto applied and air brakes had released.
6	09.21.2009	C74891-21	Plainfield	Van Dyke Rd. 143rd St.	33 min.	1832	<b>Mechanical:</b> Train (135 cars (135 loads, 0 empties), 7,566 feet) stopped when train went into emergency after stopping to line switch at River. <b>Corrective Action:</b> Air recovered on its own.
7	09.25.2009	C70281-25	Barrington Hills	Oakwood Rd.	25 min.	1423	<b>Mechanical:</b> Train (120 cars (0 loads, 120 emtpies), 6,519 feet) stopped and issued Rule 857 (stop indication at a control point with no conflicting movement evident) following M342 past Barrington. M342 stopped ahead lining switch normal at South Sutton. <b>Corrective Action:</b> Instructions issued to Utility Employee present to line switches or hold train back to maintain spacing.
8	09.30.2009	M30131-29	Mundelein	Rt 60 / 83 Diamond Lake Rd.	38 min.	0741	<b>Mechanical:</b> Train (115 cars (19 loads, 96 empties), 8,136 feet) went into emergency while on the crossing and air would not recover. <b>Corrective Action:</b> Crew contacted Diesel Doctor and cause found to be a brake cylinder failure on lead locomotive; problem was resolved by resetting the locomotive computer.



# Train Volumes

## AVERAGE DAILY TRAIN COUNTS ON CN & EJ&E SEGMENTS FOR September 2009

Rail Line Segment Description				Freight - Trains/Day		
Road	Segment Number	From Station	To Station	Base	September	Dif
BRC	1	Rockwell St	Hayford	2.2	2.3	0.1
BRC	2	Hayford	Clearing East	5.6	5.6	0.0
BRC	3	Clearing East	55th St	5.6	0.1	-5.6
BRC	4	55th St	Lemoyne	10.1	7.7	-2.4
BRC	5	Lemoyne	Hawthorne Crossing	10.1	7.7	-2.4
BRC	6	Hawthorne Crossing	Cicero	8.1	4.7	-3.4
BRC	7	Cicero	14th St	7.1	4.7	-2.4
BRC	8	14th St	Cragin	3.6	3.1	-0.5
BRC	9	Clearing West	55th St	4.5	7.8	3.3
CN	1	Matteson	Markham	12.6	6.4	-6.2
CN	2	Markham	Harvey	21.1	17.0	-4.1
CN	3	Harvey	Riverdale	8.4	5.7	-2.7
CN	4	Riverdale	Wildwood	8.4	5.8	-2.6
CN	5	Wildwood	Kensington	8.4	5.8	-2.6
CN	6	Kensington	94th St	8.4	5.9	-2.5
CN	7	94th St	67th St	6.4	5.9	-0.5
CN	8	67th St	16th St	6.4	5.9	-0.5
CN	9	16th St	Bridgeport	4.6	5.7	1.1
CN	10	Bridgeport	Belt Crossing	2.5	2.7	0.2
CN	11	Belt Crossing	Hawthorne	4.5	5.7	1.2
CN	12	Hawthorne	Broadview	4.4	6.2	1.7
CN	13	Broadview	Munger	3.0	3.9	0.9
CN	14	Bridgeport	Lemoyne	2.1	3.1	1.1
CN	15	Lemoyne	Glenn Yard	2.1	3.0	1.0
CN	16	Glenn Yard	Argo	5.8	5.6	-0.1
CN	17	Argo	Lemont	1.8	3.5	1.7
CN	18	Lemont	Joliet	1.8	1.6	-0.2
CN	19	Madison St	Forest Park	3.5	1.6	-1.9
CN	20	Forest Park	B12	3.5	1.6	-1.9
CN	21	B12	Schiller Park	19.3	11.9	-7.4
CN	22	Schiller Park	Leithton	19.1	12.0	-7.1
CN	23	Griffith	Thornton Jct	22.1	10.3	-11.8
CN	24	Thornton Jct	CN Jct	19.5	9.7	-9.9
CN	25	CN Jct	Blue Island	14.9	7.1	-7.7
CN	26	Blue Island	Hayford	3.4	1.3	-2.1
CPRS	1	Cragin	B12	3.6	3.3	-0.4
CSXT	1	46th St	Madison St	3.3	1.6	-1.7
IHB	1	Dolton	Gibson	1.6	0.6	-1.0
IHB	2	Blue Island	Ridge	9.6	5.2	-4.5
IHB	3	Ridge	CP Canal	9.6	5.2	-4.5
IHB	4	CP Canal	Broadview	10.2	6.1	-4.1
IHB	5	Broadview	CP Hill	11.6	8.4	-3.3
IHB	6	CP Hill	Norpaul	12.1	7.2	-4.9
IHB	7	Norpaul	B12	12.1	7.2	-4.9
UP	1	Thornton Jct	Yard Center	2.6	1.5	-1.1
UP	2	Yard Center	Dolton	1.6	0.6	-1.0
EJE	15	Rondout	Leithton	3.2	1.4	-1.8
EJE	14	Leithton	Spaulding	5.3	7.3	2.0
EJE	13	Spaulding	Munger	5.5	5.9	0.5
EJE	12	Munger	West Chicago	4.4	5.0	0.6
EJE	11	West Chicago	East Siding	10.7	8.8	-1.8
EJE	10	East Siding	Walker	15.7	8.8	-7.0
EJE	9	Walker	Bridge Junction	18.5	14.8	-3.7
EJE	8	Bridge Junction	Rock Island Jct	18.5	18.0	-0.5

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EJE	7	Rock Island Jct	Matteson	6.4	8.6	2.2
EJE	6	Matteson	Chicago Hts	8.6	8.2	-0.4
EJE	5	Chicago Hts	Griffith	10.2	10.4	0.2
EJE	4	Griffith	Van Loon	7.6	7.4	-0.2
EJE	3	Van Loon	Ivanhoe	9.7	9.1	-0.5
EJE	2	Ivanhoe	Cavanaugh	9.8	9.2	-0.6
EJE	1	Cavanaugh	Gary	11.8	15.9	4.2
EJE	0	Gary	Indiana Harbor	3.5	2.8	-0.8
EJE	-1	Indiana Harbor	Hammond	1.8	6.3	4.5
EJE	-2	Hammond	South Chicago	0.9	0.8	0.0