

April 23, 2007

Ms. Eileen A. Donovan  
Acting Secretary  
Commodity Futures Trading Commission  
Three Lafayette Center  
1155 21<sup>st</sup> Street, N.W.  
Washington, D.C. 20581

Reference File #2777.02  
Request for Commission Rule Approval –  
Supplement

Dear Ms. Donovan:

By letter dated March 29, 2007 (Reference File #2777.01), the Chicago Board of Trade (CBOT<sup>®</sup>) submitted CBOT Wheat futures contract revisions for Commission approval pursuant to Section 5(c) of the Commodity Exchange Act and Commission Regulations 40.4 and 40.5. The CBOT hereby supplements its March 20, 2007 submission (hereinafter referred to as “the letter”) to correct two typographical errors as explained below.

On Page 6 of the letter, in discussing the fact that Toledo regular warehouses that cannot meet new load-out rates would be “grandfathered” in at current load-out rates, the letter incorrectly states that these warehouses will be precluded from issuing more than 800 shipping certificates. The correct statement is that these warehouses will be precluded from issuing more than 700 shipping certificates.

Also on Page 6, the letter states that the current batch load-out rate for Toledo warehousemen is 35 hopper cars per day and, as discussed above, Toledo warehouses that cannot meet new load-out rates will be “grandfathered” at current load-out rates. However, the submission of Regulation 1081.01 (12) (B) incorrectly specifies that the batch load-out rate for these warehousemen is 33 hopper cars per day. The correct specification is 35 hopper cards per day, as noted below.

- B. Load-Out Rates for Grain - In the event a regular grain warehouse or shipping station receives written loading orders for load-out of grain against canceled warehouse receipts or shipping certificates, the warehouseman or shipper shall be required to load out grain beginning on the third business day following receipt of such loading orders or on the day after a conveyance of the type identified in the loading orders is constructively placed, whichever occurs later. The rate of load-out for warehouses in [~~Toledo and~~] Minneapolis-St. Paul shall be at the normal rate of load-out for the facility. **The load-out rate for shipping stations in Toledo shall depend on the conveyance and shall not be less than the following per business day:**

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	<u>(When certificate holder requests in writing individual weights and grades per car load)</u>	<u>(When certificate holder requests in writing unit average weights and grades)<sup>1</sup></u>	<u>Vessel</u>
<u>Shippers with Regular Capacity greater than 700 Certificates</u>	<u>50 Hopper Cars<sup>2</sup></u>	<u>65 Hopper Cars</u>	<u>300,000 Bushels</u>
<u>Shippers with Regular Capacity less than or equal to 700 Certificates</u>	<u>25 Hopper Cars</u>	<u>35 Hopper Cars</u>	<u>300,000 Bushels</u>

Questions in this regard may be directed to David Lehman (312/347-3848) or Fred Seamon (312/347-3808) in the CBOT Business Development Department.

Sincerely,

Paul J. Draths  
Vice President and Secretary