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June 23, 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 response to item no. 1 of SEA's Information Request #5, which you sent as an enclosure to your letter of June 3, 2008, to Normand Pellerin of CN. (I provided responses to item nos. 2 through 9 in my letter to you of June 18, 2008.)

1. Please clarify the operation of the Des Plaines River Lift Bridge. Also, are you aware of any seasonal peaking effect of river traffic based on commodity demand? Also, can you provide more detailed information to describe the impact of the lift bridge operation on the EJ&E's network capacity?

The normal position of Des Plaines River Lift Bridge is open for river traffic. The bridge is closed when a train approaches. On average, the bridge is opened 17 times per day and closed 17 times a day, for a total of 34 opening and closings per day. Upon the approach of an EJ&E train, if the bridge is in the open position, the EJ&E dispatcher notifies the Coast Guard of his intention to lower the bridge, waits 60 seconds after giving that notification to give the Coast Guard the opportunity to indicate that the bridge should remain open (e.g., because of vessel traffic on the river), and, in the absence of such an indication, issues the electronic signal to lower the bridge. It takes 90 seconds for the bridge to lower after the signal has been given. Thus, the total time needed to close the bridge is 2.5 minutes, measured from the time EJ&E calls the Coast Guard until the closing is completed. When the dispatcher opens the bridge, there is no need to notify the Coast Guard, and so the total time needed is 90 seconds, measured from

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the time the EJ&E dispatcher gives the electronic signal to open it until the movement is completed.¹

CN is not aware of any seasonal peaking effect on the Des Plaines River.²

When CN performed an analysis of the capacity of the EJ&E line to handle anticipated traffic following implementation of the proposed Transaction, it assumed that the bridge would be open and unavailable for train movements for 240 minutes (4 hours) each day.

* * * * *

With this response, CN has answered all the questions raised in SEA Information Request #5. If you have any questions regarding any of these responses, please let me know, and we will provide you whatever additional information is needed.

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

¹ In my response to item no. 4 of SEA Information and Data Request #2, provided in my letter to you of March 26, 2008, I indicated that it takes two minutes to raise or lower the bridge. Since I provided that response, EJ&E has made actual measurements and determined that 90 seconds is a more accurate measure of the time needed.

² While my letter to you of March 26, 2008, stated that "raising and lowering of the bridge varies seasonally," EJ&E has informed us (in response to further inquiries from CN for the purpose of responding to this Information Request) that it has not observed any seasonal fluctuation of river traffic.