

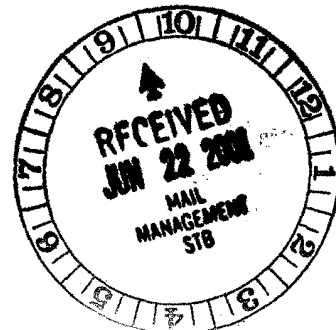


Brotherhood of Locomotive Engineers

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202714

June 21, 2001



Mr. Vernon A. Williams, Secretary
Surface Transportation Board
Office of the Secretary
Case Control Unit
1925 K Street, N.W.
Washington, D.C. 20423-0001

**Re: Canadian National Railway Company, Grand Trunk Corporation, and WC
Merger Sub, Inc. – Control – Wisconsin Central Transportation
Corporation, Wisconsin Central Ltd., Fox Valley & Western Ltd., Salt Ste.
Marie Bridge Company, and Wisconsin Chicago Link Ltd. (STB Finance
Docket No. 34000)**

Dear Mr. Williams:

Enclosed for filing in the above-referenced docket please find an original and 25 copies of the Brotherhood of Locomotive Engineers' comments. Also enclosed is a diskette containing the text of this document in WordPerfect 6/7/8/9 format.

Yours truly,

Thomas C. Brennan

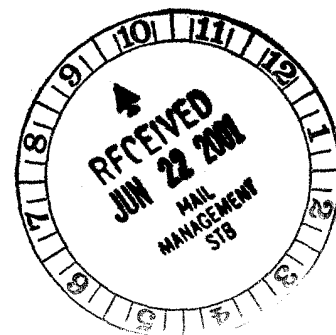
Thomas C. Brennan
Staff Attorney

Enclosures

cc & enc.: Transportation Secretary
Attorney General
Paul A. Cunningham
William C. Sippel
Parties of Record

ENTERED
Office of the Secretary
JUN 22 2001
Part of
Public Record

**BEFORE THE
SURFACE TRANSPORTATION BOARD**



FINANCE DOCKET NO. 34000

**CANADIAN NATIONAL RAILWAY COMPANY,
GRAND TRUNK CORPORATION, AND WC MERGER SUB, INC.
-CONTROL AND MERGER-
WISCONSIN CENTRAL TRANSPORTATION CORPORATION,
WISCONSIN CENTRAL LTD., FOX VALLEY & WESTERN LTD.,
SAULT STE. MARIE BRIDGE COMPANY, AND
WISCONSIN CHICAGO LINK LTD.**

COMMENTS OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

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Counsel for Brotherhood of Locomotive Engineers

Dated: June 21, 2001

**BEFORE THE
SURFACE TRANSPORTATION BOARD**

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COMMENTS OF THE BROTHERHOOD OF LOCOMOTIVE ENGINEERS

Pursuant to the Board's Decision No. 2 in STB Finance Docket No. 34000, served on May 9, 2001, and published at 66 FR 23757, the Brotherhood of Locomotive Engineers ("BLE") submits the following written comments.

The BLE is the duly designated and authorized collective bargaining representative for the craft and class of locomotive engineer on the Canadian National ("CN"), the Illinois Central, ("IC") the Grand Trunk Western ("GTW"), and the Wisconsin Central ("WC") railroad properties. As such, BLE has engaged in preliminary discussions with CN concerning the impact of the proposed transaction on the Applicants' employees.

Of particular concern to BLE are the protective benefits and training afforded employees affected by the transaction. It is noted that the Applicants have committed, as set forth in their Operating Plan in Section 12 and Appendix A (Labor Impact Statement), to (1) apply the employee protective conditions established by the ICC in *New York Dock*, and (2) to provide adequate training for all present employees to ensure that they acquire the necessary skills in advance of any operating practice changes. BLE expects that the Board will condition its approval of this railroad control application, in part, based upon these commitments.

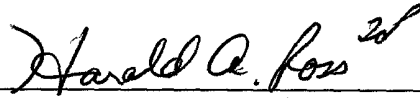
The Applicants assert that the Labor Impact Statement demonstrates that the transaction will have a relatively small impact on CN/WC employment levels. It is BLE's position that if the Labor Impact Statement is accurate, there should be no loss of employment in the engineer craft. The net reduction of one engineer position over the entire system resulting from the abolishment of a total of five (5) jobs — two (2) at Stevens Point, WI, one (1) at Superior, WI, and two (2) at Schiller Park, IL; and the creation of four (4) new jobs — one (1) at Champaign, IL, one at Fulton, TN, one (1) at Memphis, TN, and one (1) at Markham, IL, should be handled through attrition.

In summary, the BLE conditionally is unopposed to the transaction, based upon the Applicants' commitments regarding employee protection and training, as well as the expectation that there will be no loss of employment among the employees we represent.

Respectfully submitted,



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Counsel for Brotherhood of Locomotive Engineers

Dated: June 21, 2001

CERTIFICATE OF SERVICE

I HEREBY CERTIFY that on this 21st day of June, 2001, a copy of the foregoing Comments of the Brotherhood of Locomotive Engineers was sent via first-class mail, postage prepaid, to all parties of record and also to each of the following:

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