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Surface Transportation Board
CN-EJ&E EIS - FD-35087

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Secretary Anne Quinlan and STB Commissioners

Surface Transportation Board

395 E Street SW

Washington, DC 20423

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Subject: CN Railway Acquisition of EJ&E, STB Docket Number 35087

Dear Secretary Quinlan and Commissioners:

I am writing to express my support of the CN's proposed acquisition of the Elgin, Joliet & Eastern Railway (EJ&E) in Illinois. This acquisition would improve rail service throughout the Chicago area, decongest the nation's biggest freight rail choke point and add money to the local economy and railroad supply community with a large amount of infrastructure investment and improvements. Chicago is the major hub for rail transportation and needs to be revitalized for safe and efficient moving of trains. We have enough congestion on the highways and we can not let that roll over into rail transportation.

We work with Railroads, Short Lines, Contractors, Transit Agencies and Designers everyday. We see the need for investment in Rail Transportation and the consequences if we don't. With rising fuel costs we need proactive Politicians that see the need for better fuel economy and more efficient means for moving our people and goods. The Canadian National is willing to invest in the US economy and we should embrace anything that helps the cause. They are also extremely conscious of safety and have been awarded honors for their dedication and support of all that is safety related.

The American freight railroad system is an environmental and economic success story. The U.S. has the world's most efficient freight rail network and that is an important competitive advantage in a global economy. The freight rail system is important for the environment because it helps keep trucks off the road and is a much more fuel-efficient way of moving freight than by highway or air. This proposed acquisition would help expand the freight system and should not be unnecessarily delayed. It would be irresponsible to overlook any possible way of improving fuel efficiency.

Chicago is the major hub for North American rail traffic, and it currently suffers from congested rail corridors heading in and out of the City. Rerouting CN traffic from downtown to the less congested EJ&E line will result in more efficient rail operations for both CN and all of the major railroads. The positive environmental benefits of more efficient rail service will far outweigh any negatives by some suburban communities that may experience more frequent rail traffic. This transaction would benefit the rail shippers and also the rail contractor and supplier community. It will further lower the risk of an incident with motor vehicles.

We strongly support CN's Request for Establishment of Time Limits for NEPA Review and Final Decision. We do recognize that as train traffic moves off of downtown Chicago rail lines, some communities along the EJ&E right-of-way will experience train traffic increases. The STB's Section of Environmental Analysis (SEA) identified in its final scoping decision the issues that need to be studied in the Environmental Impact Statement (EIS) it is preparing. SEA has been examining these issues for the last several months and has provided many opportunities for interested citizens, community officials, and government agencies to provide comments. Under CN's proposed timetable, SEA will continue to have sufficient time to complete its study of these issues

and the public will have the opportunity to again provide input to the STB during the period that will be provided by SEA for comment on the Draft EIS.

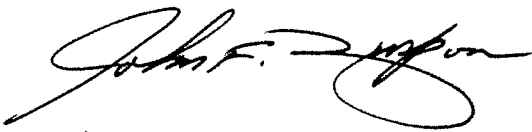
I understand and support the need for a meaningful environmental review. However, regulatory review should not be open-ended and should not be used to kill this important and beneficial proposed transaction. I urge the Board to complete its environmental review process expeditiously, and to approve the transaction as in the public interest.

If the review is open-ended, opponents of a project will be able to delay a project so long that it is no longer feasible. This is a malicious and unfair use of the STB review process, and you should not allow this type of manipulation. Projects and transactions should be judged on their merits I believe the STB does a good job of that. But delays with no end in sight are not acceptable, especially in an industry where long-range planning and regulatory transparency is essential and vital to National Security.

We as citizens of this great United States have a moral obligation to do what ever it takes to provide a safe and efficient form of transportation. There is only positive in this acquisition and let us not sacrifice safety and reliability for the sake of NIMBYism (Not In My Back Yard). There is nothing but success stories all over this country. If we had listened to the minor negatives, we would be stalled as a Nation. Please do not stop this investment in our future.

Thank you for your consideration of our views.

Respectfully Submitted,

A handwritten signature in black ink, appearing to read "John F. Zuspan". The signature is fluid and cursive, with a large, stylized "Z" and "P".

John F. Zuspan
President
Track Guy Consultants,

cc: Chairman Charles Nottingham
cc: Vice Chairman Francis Mulvey
cc: Commissioner Douglas Buttrey
cc: Environmental Analysis Section Chief Victoria Rutson