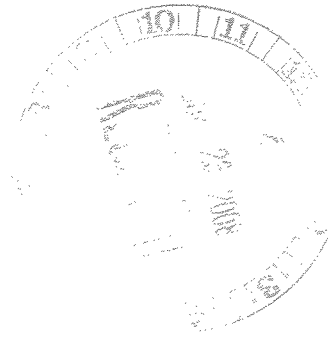


June 18, 2008

Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street SW
Washington DC 20423-0001



RE: Canadian National Railway Proposed Acquisition
Of the Elgin, Joliet & Eastern Railway (Docket #35087)

Dear Ms. Quinlan:

I am writing to convey my continuing and significant concerns about the Canadian National Railway Company's (CN) proposed acquisition of the Elgin, Joliet & Eastern Railway Company (EJ&E). While the STB presence in our communities and attention to our serious comments, concerns and general input are greatly appreciated, the atmosphere surrounding this situation is very disturbing, and the potential negative impacts are unrivaled in our region. We are trying to be optimistic wherever possible, but with CN representatives continuing to show their heavy-handed arrogance, deceit and thoughtless disregard for the lives of our citizens, it is difficult at best. I hope that the STB will stand with us and defend what is right, and I look forward to working with you going forward.

One of the greatest concerns to me is the comment period following availability of the draft Environmental Impact Statement (EIS). The EIS will be critical to the future of our community and others along the EJ&E rail line, and as such it will require careful review, detailed analysis and consideration. I do not believe that a 45-day comment period will be at all adequate to accomplish that, and I am requesting that the comment period be a minimum of 120 days. I anticipate the amount of data covering many issues will be substantial, and the great variation among affected communities will require significant resources devoting proper attention and care. A minimum 120-day comment period would help assure adequate due diligence by local government, and the unprecedented public concern and participation in this proceeding necessitates a greater consideration opportunity.

Also of great concern are recent media reports focusing on CN's safety record and practices. As reported in various media sources, on May 29, 2008 the Canadian Parliament Committee on Transport, Infrastructure and Communities issued a report on rail safety. The report listed many concerns with CN, including ignoring safety concerns of frontline workers, leading to a so-called "culture of fear" within CN that made employees reluctant to report safety violations. CN also received the lowest rating among its peers for implementation of Safety Management Systems. Reports are also now surfacing regarding thousands of defective and potentially dangerous wheels

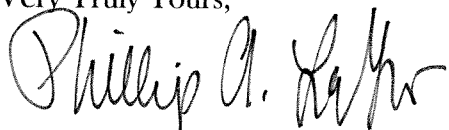
on as many freight cars, and the Canadian government is seeking to impose a deadline for correction of this great safety issue. The fact that correction of such a derailment-related problem would need to be forced upon CN is a telling story in and of itself. I would ask that the STB consider the seriousness of these issues, and the potential impact of them if CN dramatically increases operations on the EJ&E line - a line that runs through our back yards, neighborhoods, adjacent public parks, schools and business districts.

I am further concerned about the STB's apparent intent to extend the time horizon for rail traffic projections only to 2015. It is clearly very important to take a longer-range look at the affects of the proposed acquisition, but I believe limiting the assessment to 2015 is not at all adequate. Transportation projects are planned and funded by federal, state and local authorities based on long-term projections of growth and demand. I would ask the Board to hold CN to much longer range planning, just as they do in conducting and planning their own Corporate business affairs. I believe I have heard it stated that CN has a hundred-year business plan for their own business growth.

Finally, I strongly urge the Board to reconsider the viability of CREATE as an outstanding alternative to the EJ&E acquisition. CREATE is a public/private partnership that took a huge effort to develop. Our region's stakeholders identified this plan, a major \$1.5 billion endeavor, to relieve congestion and enhance transportation in general in our region. CREATE should be strongly considered and implemented, not overlooked given the serious thought and effort that was committed to developing the CREATE program in the first place.

I will greatly appreciate and look forward to your continued consideration of thought processes beyond the self-centered CN push for approval of their current acquisition proposal.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Phillip A. LaGro". The signature is fluid and cursive, with the first name "Phillip" being the most prominent part.

Phillip A. LaGro
9 Westwind Court
Hawthorn Woods IL 60047-7700

Cc: Congresswoman Melissa Bean