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February 1, 2008

Francis P. Mulvey, Commissioner
Surface Transportation Board
395 E Street, SW
Suite 1290
Washington, DC 20423

FD-35087

Re: Elgin, Joliet and Eastern Railroad Testimony for the Surface Transportation Board

Dear Mr. Mulvey,

Although Mi-Jack Products Inc. does a significant amount of business with the railroads, I am writing this letter as a concerned American who has been in the freight transportation business for over 50 years who passionately is concerned about the acquisition of the Elgin, Joliet and Eastern Railway by the Canadian National Railway. From meeting with you, Charles Nottingham and Thomas Brugman last May, I have tremendous confidence that the Surface Transportation Board will be thorough and diligent in considering the impact of the acquisition.

When I first heard of the intentions of Canadian National to purchase EJ&E, I thought it was not only a smart business decision by Canadian National, but also a wonderful opportunity for the Chicago region to take a major step in addressing some of the rail capacity problem for the region as well. It was perplexing for me to hear opposition to the acquisition. The only conclusion I could draw was that those who opposed the acquisition lacked an understanding of the nation's rail freight network.

This acquisition is badly needed for the nation as an alternative route around the congested railways going through Chicago. My hope is that the regional and state governmental leaders begin to look at this as an opportunity, much like the governmental officials in Orlando did in brilliantly formulating a long-term transportation plan for their city by purchasing CSX track through Orlando for a passenger rail line, and encouraging the redevelopment of a less used outer loop around the city to a CSX logistics park south of Orlando.

As you are fully aware, the development of our nation's intermodal transport system has encountered several bottlenecks. One such bottleneck concerns transmodal rail operations, for which we discussed the Thruport concept as a salient solution last May. But Thruports only speed the transmodal interchange, they cannot increase the number and speed of inbound and outbound freight coming into and out of Chicago terminals like the EJ&E acquisition, or the double tracking of more main lines.

This acquisition is a rare and unique opportunity for the United States to take a positive step in improving intermodal rail freight system that should entail energy, environmental and competitive advantages. I strongly recommend that the Surface Transportation Board approve the acquisition. And as always, please feel free to contact me if I can be of any further service to STB.

Very truly yours,

Jack Lanigan, Sr.
Chairman of the Board

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