



June 16, 2008

Secretary Anne Quinlan and STB Commissioners
Surface Transportation Board
395 E Street SW
Washington, DC 20423

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

Dear Secretary Quinlan and Commissioners:

I am writing to express my and my company's support of the CN's proposed acquisition of the EJ&E Railway in Illinois. This acquisition would improve rail service throughout the Chicago area, decongest a major freight rail choke point, and infuse the local economy with a large amount of infrastructure investment.

Holland L.P. currently employs over 500 people working in the railroad services business throughout North America. We have been working with the Canadian National Railroad for over 30 years. During that time we have witnessed the growing importance the Canadian National Railroad has played with in our countries transportation network. It is because of our involvement in the industry that we have a good perspective on the many positive impacts that would result from this merger being approved. The positive impacts would be felt throughout Chicago, the suburbs and the U.S. Transportation Network.

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 a major competitive advantage in a global economy. The railroad 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. This proposed acquisition would help expand the system and should not be unduly delayed.

Chicago is a major hub for North American rail traffic, which currently suffers from congested rail corridors in and out of the City. Rerouting CN traffic from downtown to the less congested EJ&E line in suburban Chicago will result in more efficient rail operations and no major negative environmental impact. The positive environmental benefits will far outweigh any negatives. This will benefit the railroads, shippers, and the rail contractor and supply community.



I also 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 kill a project just by delaying the transaction and creating procedural headaches. Projects and transactions should be judged on their merits and if the STB decides against them, that is fair. But delays with no end in sight are not reasonable and they create an impossible business environment, especially in a planning based and capital intensive industry such as railroading.

Thank you for your consideration of our views.

Sincerely,

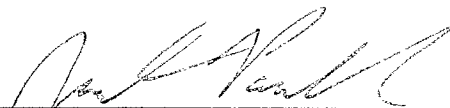
A handwritten signature in black ink, appearing to read "Kevin Flaherty", written in a cursive style.

Kevin Flaherty
Vice President

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

CERTIFICATE OF SERVICE

I certify that I have this 13th day of June, 2008, served copies of the foregoing letter, transmitting support letters from the Fire Chief for the Village of Wheeling, Illinois; Chicago Alderman Freddrenna M. Lyle; the Village of East Hazel Crest; the South Chicago Chamber of Commerce; and Holland L.P., upon all known parties of record in this proceeding by first-class mail or a more expeditious method.


Jared H. Powell

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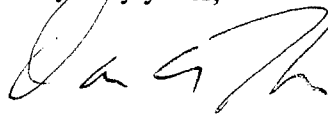
The Honorable Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
Office of the Secretary
395 E Street, S.W.
Washington, DC 20423-0001

**Re: Canadian National Railway Company and Grand Trunk Corporation –
Control – EJ&E West Company (STB Finance Docket No. 35087)**

Dear Ms. Quinlan:

Enclosed for filing in the above-referenced docket are letters by the Fire Chief for the Village of Wheeling, Illinois, Chicago Alderman Freddrenna M. Lyle, the Village of East Hazel Crest, the South Chicago Chamber of Commerce and Holland L.P. in support of the proposed acquisition of control of EJ&E West Company by Canadian National Railway Company and Grand Trunk Corporation. Please note that Holland L.P. also writes in support of Applicants' Request for Time Limits for NEPA Review and Final Decision (CN-33, filed May 13, 2008). We understand the signed originals are being mailed directly to the Board.

Very truly yours,



David A. Hirsh

Counsel for Canadian National Railway Company
and Grand Trunk Corporation

Enclosures

cc: All parties of record

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