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June 18, 2008

Chairman Charles Nottingham
Surface Transportation Board
395 E Street SW
Washington, DC 20423

Subject: Canadian National Railway Acquisition of EJ&E, STB Docket #35087

Dear Chairman Nottingham:

I am writing to express my and my company's support of Canadian National's acquisition of the Elgin, Joliet & Eastern Railway (EJ&E). This acquisition would improve rail service throughout the Chicago area.

RailWorks Corporation is North America's leading provider of track and transit construction and maintenance services. Headquartered in New York City, RailWorks has over 1,800 employees in 21 locations including a substantial presence in Minooka, IL (a suburb of Chicago). The Minooka location serves all users of track, including Industrial end-users, Short Line RR's such as EJ&E, the CTA, and Class 1 RR's such as CN. We are first-hand witnesses of the burdened state of the rail infrastructure in the Chicago area and the need for more investment to ease highway congestion and maintain a competitive transportation position. We have had commercial relations with both the EJ&E and CN and have found them to be good and responsible business partners. The proposed acquisition will not only improve the overall transportation environment in Chicago and the greater Midwest, but will also provide further opportunities for RailWorks to act as a business partner with CN – generating much needed skilled construction jobs in the area.

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

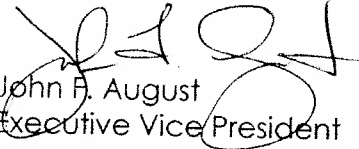
these issues for the last several months and has provided many opportunities for interested citizens, community officials, and government agencies to provide comments. Under CN's proposed timetable, SEA will continue to have sufficient time to complete its study of these issues and the public will have 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 just not acceptable to the business community or a citizenry eager for improved rail service.

Thank you for your consideration.

Very Truly Yours,


John F. August
Executive Vice President

cc: Vice Chairman Francis Mulvey
cc: Commissioner Douglas Buttrey
cc: Environmental Analysis Section Chief Victoria Rutson
cc: Acting Secretary Anne Quinlan