



MIDWEST HIGH SPEED RAIL ASSOCIATION
P.O. BOX 805877
CHICAGO, IL 60680
773-334-6758

WWW.MIDWESTHSR.ORG

Advocating for Fast, Frequent
and Dependable Trains Linking
the Entire Midwest

Richard Harnish
Executive Director

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
395 E Street, S.W., Suite 1149
Washington, D.C. 20423-0001

RE: Finance Docket No. 35087, Canadian National Railway Company and Grand
Trunk Corporation - Control - EJ&E West Company

Dear Secretary Williams:

I write this reply today in support of the Petition for Reconsideration filed by the
Indiana Harbor Belt Railroad Co. (IHB) in the above-captioned matter. We strongly
concur that the above-captioned matter is a "significant" rather than "minor" transac-
tion.

The Midwest High Speed Rail Association is a member-supported non-profit represent-
ing the interests of railroad passengers and the cities that desire new or improved pas-
senger trains. We, and our members, worked successfully for expanded Amtrak ser-
vice throughout Illinois, including an additional daily roundtrip between Chicago and
Carbondale.

As submitted, the CN proposal leaves many questions unanswered that are crucial to
our forming an opinion about the proposed transaction. For example, there is no dis-
cussion of what will happen to the Amtrak trains linking Chicago to Champaign,
Carbondale, Memphis, New Orleans and 17 other cities. Also, there is no discussion
of the potential impacts to the passenger train routes heading east from Chicago.

Finally, we also concur with IHB's statement that the transaction could seriously impair
the flow of rail traffic in and through the Chicago area. The Chicago hub is the
nation's busiest, so any service problems caused by the transaction would affect the
operations of a dozen or more freight carriers, as well as commuter and intercity pas-
senger trains. Clearly, such a matter should not be categorized as "minor."

Respectfully submitted,

Richard Harnish
Executive Director
Midwest High Speed Rail Association