

July 8th, 2008

Ms. Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board
395 E. Street, S. W.
Washington, D. C. 20423-0001

Dear Ann:

RE: Finance Docket No. 35087

I respectfully request that the STB approve the CN's proposed acquisition of the Elgin, Joliet & Eastern Railway. Initially I was going to present my request on the fact that I was a retired railroad employee of forty four years. But with the economic problems we are now facing and the ever increasing cost of gasoline resulting from the ever increasing demands for oil I decided to take a different approach.

I believe the railroad industry is in the best position to transport goods both inter and intra state. Comparing the fuel used in transporting goods over our highway system with that expended by the railroad industry you can easily see the benefit of using the rails.

Community resistance to increased rail movements through their municipalities can be identified with the NIMBY (Not in my back yard) syndrome that infects our society. Everyone wants the benefits of a strong, vibrant economy but few want to pay for the gains received. This is a very narrow, short sighted approach to the economic needs of our country.

For a period of fourteen years I resided in Blue Island, Il., a community that was bisected by railroads. Train traffic, freight and suburban, could tie up vehicle traffic for extended periods of time. The involved railroads working with Federal and Municipal governments constructed or widened two overpasses to eliminate the bottle neck and allowed for increased traffic flow. Although not eliminated, traffic tie ups were minimized. The financial benefits to the community far outweighed any inconvenience sustained by the village populace. Both the railroads and the community benefitted.

Short sightedness in this endeavor is not in the best interest of anybody. Will there be problems if the CN is allowed to purchase the EJ&E? Yes. Are these problems insurmountable? Definitely NO. Who will benefit from this acquisition? The Country, The General Public and The Railroad Industry. This will result from a reduced demand for a resource that presently is in short supply.

Respectfully submitted,

James J. Prendergast
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