

FREDERICK M. BULLINGER, SR.

628 Phosphor, Ave.

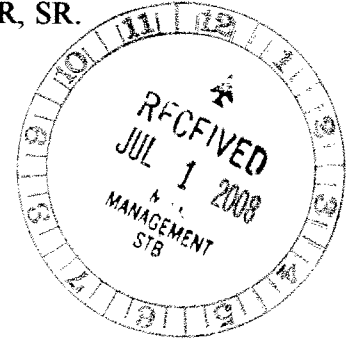
Metairie, La. 70005

Phone 504-833-9030

Cell Phone 504-453-4326

Email fbullinger @cox.net

Fax Number 504-835-8821



June 23, 2008

Ms. Anne K. Quinlan, Esq.
Acting Secretary
Surface Transportation Board.
395 E Street, SW
Washington, DC. 20423

Re: Finance Docket No. 35087

Dear Acting Secretary Quinlan:

I just recently read about the Canadian National Railroad reaching agreement last fall with the United States Steel to purchase the major portion of the EJ&E Railroad.

I retired from the Illinois Central Railroad after 43 years in the Marketing and Sales Department based in New Orleans, La. I was assigned several area in Metropolitan New Orleans and was assigned to the Intermodal Piggyback Department, in 1969, reporting directly to Chicago headquarter. I also had the responsibility of international carload imports and exports traffic to and from all of the southern ports.

The Illinois Central worked very close with United State Steel Co and the EJE Railroad, but because of problems of the EJE furnishing cars, prompt switching and delivering cars to our railroad, a large percentage was switched from rail to truck and barge. Because of delays and high cost of switching cars to and from the line haul carrier, we saw imported steel from Germany and Japan replace the American made steel.

I was the Executive Port Director for the South Tangipahoa Parish Port Commission from 1996 to 2004. We operated Port Manchac Distribution Center, Manchac, La which was track served exclusively by the former Illinois Central Railroad, now the CNRR. We handled carloads of U. S. Steel and because of the delays on the EJE this traffic was diverted to truck. The steel manufacturing companies in south of Manchac could not depend on the steel by rail because of the delays at the origin.

There was an article in the local Times Picayune daily newspaper about the delays of cars in the switching yards which was costing lost of time and money for the shippers and consignees. I know of several cases that the short line charges for switching cars to or from the shippers or consignees that they were forced to move their traffic via another port than New Orleans. Good example was the traffic from the Caterpillar Company which was diverted from New Orleans to eastern ports. The delays also caused problems with the passenger trains.

I am sure that once the Canadian National Railroad purchases the EJE they will upgrade the tracks and also attract new industries in the Illinois area and eventually regain the truck traffic that they lost. This will mean fewer trucks on our highways which will also help with our gas crises.


Frederick M. Bullinger, Sr.

CC: Faxed to the following Senators:

U. S. Senator Steve Scalise
U. S. Senator Mary Landrieu
U. S. Senator David Vitter

I would appreciate if you can support the Canadian National Railroad, formerly Illinois Central Railroad, proposed acquisition of the Elgin, Joliet & Eastern Railway (EJ&E) which makes a lot of sense for rail transportation in the Chicago region and will make the southern ports in Louisiana more competitive.

Frederick M. Bullinger Sr. and Family

CC: Mr. Gary Lagrange,
President & Chief Executive Officer
Board of Commissioners Port Of New Orleans

CC. South Tangipahoa Parish Port Commission

I feel this proposed acquisition will help both the **Port Of New Orleans and Port Manchac Distribution Center.**

Appreciate if you can write or Senators to support this acquisition.


Fred M. Bullinger, Sr.