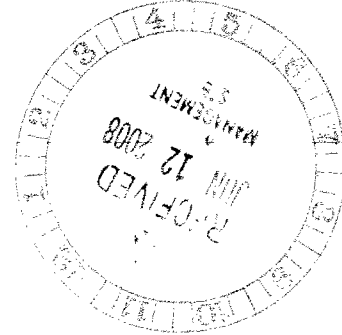


June 7, 2008



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 am a retiree of CN, having been a proud railroader for 38 years. My job functions included the preparation and execution of multiple party agreements for many years, and I am well aware of the difficulties railroads face as they struggle to continually find ways to do what they do better and more efficiently. I am also a resident of Illinois, having lived in-state for 64 years, and I am amazed by the amount of misinformation that is circulating in the press about CN's efforts to acquire the EJ&E, which seems to be getting picked up and repeated by our elected officials.

It is well-known in railroad circles in the Chicago area that congestion is one of the most critical issues facing railroads in the area. It has also been repeatedly stated that the EJ&E has for years been able to provide a ready route for traffic that needs to move around the Chicago area that does not have to stop in Chicago. It is notable that CN wants to make this significant investment themselves - it is my experience that most railroads would immediately work on lining up public money to fund such a purchase and would use the arguments of efficiencies to rationalize it. In sharp contrast, CN feels it more appropriate to fund themselves all of the purchase and railroad improvements that are required. They are also willing to add a very significant amount of additional, private dollars to fund mitigation projects for the various communities. Those communities, where every single resident has the benefit of cheap prices (although moving up), partially provided by the manufacturers' use of rail as THE most cost-effective, fuel efficient, and safe method to move stuff over land.

Is this not what you are concerned with? Moving things over land, safely, efficiently, allowing companies to stay competitive in their markets and help compete globally? As you are aware, you have a Congestion Mitigation and Air Quality Fund to help keep America green. Here comes CN, with their own money, to fund the entire thing, and they are getting nothing but delays in the resolution. That doesn't make sense to me, and it is not healthy for those industries that rely on rail to move their things around. While some communities are demanding that overpasses be built at CN expense (with no justification as to WHY overpasses seem to be considered as some sort of requirement - they are not), any such determination runs totally counter to existing policy, where the roads (used for the sole benefit of the public) cross railroads (private property), with no significant benefit to the railroad. Standard policies for improving safety at crossings typically ends with the installation of gates and lights. Separations are the ultimate resolution, but hardly a requirement for the public to be able to move safely across railroads. When EJ&E was owned by U.S. Steel, a large number of trains moved over the tracks between Waukegan, Joliet and Gary. I guess the objectors forgot this point.

I moved into Elmwood Park 40 years ago, knowing a railroad was only a few blocks from my house, and rode the commuter trains for a number of years, and have never regretted it and realized the tracks were not meant for a garden boundary.

This transaction makes so much sense on different levels, including for CN, but more importantly, for the strength of our economy. Please complete your review and approve this transaction as quickly as possible.

Sincerely,

A handwritten signature in cursive script, reading "Louis W. Krause".

Louis W. Krause
2020 N. 75th Court
Elmwood Park, IL 60707

cc: The Honorable Barack Obama
The Honorable Richard J. Durbin
The Honorable Luis V. Gutierrez
The Honorable Rahm Emanuel