



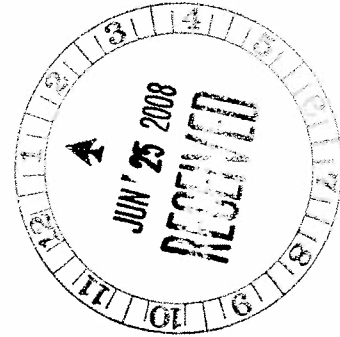
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Certified to ISO 9001

June 19, 2008

Secretary Anne Quinlan
Surface Transportation Board
395 E Street SW
Washington, DC 20423



Dear Secretary Quinlan:

I am writing with regard to STB Docket Number 35087 for the Canadian National Railway (CN) proposed acquisition of the Elgin, Joliet & Eastern Railroad (EJ&E). My company, Loram Maintenance of Way, Inc. and I personally wish to express our support of CN'S acquisition of the EJ&E. This acquisition would provide numerous benefits to the transportation system in the Chicago area, not only in improving the efficiency of the movement of rail freight through this highly congested corridor, but in more efficient fuel usage that is inherent in the rail mode and reduced highway congestion, improved safety and a reduction in emissions by removing trucks from the highways. In addition, the local economy and railroad supply community will gain significant benefit with a large amount of initial and on-going infrastructure investment.

Loram Maintenance of Way, Inc. is based in Hamel, Minnesota, a suburb of Minneapolis. Loram provides track maintenance equipment and services to freight, commuter and transit railroads across the U.S. and Canada. Loram employs approximately 650 people with about 75% of that number working on location at railroad sites. Loram currently provides various track maintenance services to the CN including rail grinding, ballast cleaning and drainage maintenance. The services Loram provides extend the life of the railroad's assets, reduce other maintenance costs and improve safety. We are confident CN's investment in this type of service would increase considerably on the EJ&E compared to current EJ&E expenditures. We have provided services for CN on other lines they own in the U.S. including Wisconsin Central, Illinois Central and Chicago Central & Pacific and can attest to their commitment to make the necessary investment to improve the safety and productivity of their properties.

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 an important competitive advantage in a global economy. The freight rail 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 than by highway or air. This proposed acquisition would help expand the freight system and should not be unnecessarily delayed.

Chicago is the major hub for North American rail traffic, and it currently suffers from congested rail corridors heading in and out of the City. Rerouting CN traffic from downtown to the less congested EJ&E line will result in more efficient rail operations for both CN and all of the major railroads. The positive environmental benefits of more efficient rail service

will far outweigh any negatives by some suburban communities experience of more frequent rail traffic. This transaction would benefit the rail shippers and also the rail contractor and supplier community.

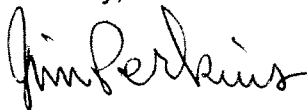
We strongly support CN's Request for Establishment of Time Limits for NEPA Review and Final Decision. We do recognize that as train traffic moves off of downtown Chicago rail lines, some communities along the EJ&E right-of-way will experience train traffic increases. The STB's Section of Environmental 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 delay a project so long that it is no longer feasible. This is a malicious and unfair use of the STB review process, and you should not allow this type of manipulation. Projects and transactions should be judged on their merits. I believe the STB does a good job of that. But delays with no end in sight are not acceptable, especially in an industry where long-range planning and regulatory transparency is essential.

Thank you for your consideration of our views.

Sincerely,

A handwritten signature in black ink, appearing to read "Jim Perkins". The signature is fluid and cursive, with the first name "Jim" and last name "Perkins" clearly distinguishable.

Jim Perkins
Vice President Fleet Operations
Loram Maintenance of Way, Inc.

JP/cms