

RAIL 1 MEDIA INC.**4909 N Glenwood Suite 1A Chicago, Illinois 60640-3533****Phone: 773-742-5595 Email: rail1media@gmail.com****Web: rail1media.com****To: Surface Transportation Board****Docket Number: FD_ 35087**

Good afternoon-evening everyone, ladies and gentlemen, the **Surface Transportation Board, Canadian National** and all other parties of interest, my name is **John Ehlers**, I am the Owner, and President of **Rail 1 Media Inc.** I am here to put on the public record our Extended Automatic Warning System, just to clarify Rail 1 Media is not part of news organization however kindred to outdoor advertising but Rail 1 Media does have multiple divisions and is involved with highway/rail safety, our second division is design and installation.

My company has designed an extended warning system [EAWS], which can be installed and connected electrically from the grade crossing to a led lighting system along the road, with a road sign message, both led lighting, and road sign materials are **FHWA Approved**. The warning system is multifunctional, i.e., with standard grade crossings the vehicle operators react by their action to the lights and gate and in some instances take a gamble for lack of a better word and drive around the gates to beat the train thru the right of way. On the other hand, those that respond, come to a stop in the stop zone. As we know, this entire action works around time.

We feel there is a need for transition time; this is where we feel our warning system applies and would come into effect. How our system works: the EAWS is connected to the grade crossing directly, when the train activates the shunts relay through those series of connections it directly activates the led lights, this with the road sign message **WHEN LIGHTS ARE FLASHING – TRAINS OPERATING THRU THE RIGHT OF WAY** which would provide transition time to those vehicles that are on the roads. As I said, the system is multifunctional as a constant reminder; as well as the led system providing a greater distance for a visual contact from the led lights, that a train is operating thru the right of way. This provides crucial time to **Emergency Services i.e., Police, Fire and EMS** to use an alternative route to respond or to find a different means to respond to the emergency.

To Conclude: I hope you take a closer look at **Rail 1's Extended Warning System**. What the **Surface Transportation Board** determines as a result of these meetings will provide certain recommendations, I hope we become one of them, furthermore that our **Extended Warning System** sheds new light to the **Surface Transportation Board** and to the **Communities** that this acquisition affects.

Thank you, for your time.