

Ms. Danielle Gosselin
Director, Office of Environmental Analysis
Surface Transportation Board
395 E Street, N.W. Washington, D.C. 20423



Mission Church
Helping People Find & Follow Christ

RE: STB Finance Docket No. 36500, Canadian Pacific Ry., et al. – Control – Kansas City Southern, et al.

Dear Ms. Gosselin:

Railroad tracks crisscross dozens of Chicago communities, a result of Chicago's preeminent role as a U.S. rail hub and the routes for hundreds of daily commuter trains we depend on. Railroads helped build Chicago into the economic center it is today. I have lived and worked in one of those suburbs, Bloomingdale, Carol Stream, West Chicago for over 35 years. We have always had trains coming through town and I certainly remember having many more of them than we do today. We are used to it. Adding eight trains a day is a small amount compared to other suburbs.

That is why I was not surprised to hear that several DuPage County and other local businesses have gotten behind the proposal from Canadian Pacific (CP) to merge with Kansas City Southern (KCS), which would create a North American railroad network that bringing new competition to the freight rail system.

Companies like K-Five Construction and United Steel and Fasteners, both based in DuPage County, support the proposal as a way to increase investment in the rail network and create jobs. Centera Transport wrote in support of the combination, as the company believes it will grow their business right here in the suburbs. Midwest Bulk Transload, a grain and feed transload operation based in the western suburbs, endorsed the proposal saying it will open up new markets for their business and benefit feed mills, farmers and processors. These are just some examples of the economic growth benefits suburban businesses see coming out of a more efficient rail network that a CP-KCS merger can bring.

I was pleased to see the Surface Transportation Board's Office of Environmental Analysis issue a draft environmental impact statement that acknowledges that adding eight more freight trains to this railroad line would have only a minor impact on our communities.

Those minor impacts are certainly an acceptable trade-off for the needed public benefits the CP-KCS merger can bring through new, more efficient and reliable rail service options. Better service and more competition is what we need in rail today. A successful merger also could lead to more than 60,000 trucks coming off our crowded roads and lower emissions.

Clearer air, economic growth, less truck congestion, and more competition are all things the STB should support and examples of why the board should approve the CP-KCS combination.

Thank you,

Jon Peacock
Co-Founding Pastor
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