

September 21, 2008

Ms. Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball,

I am writing to express my **opposition** to the prospective acquisition of the EJ&E line by Canadian National Railway. I strongly feel that the negative impact this proposed transaction will have on our local communities is immense. The increased number of longer and faster freight trains running through our neighborhoods will result in:

- More accidents and deaths along the rail line
- **An increase in automobile traffic gridlock at rail crossings**
- Elevated pollution and noise levels
- Dangerously longer response times of our Police, Fire and Emergency Medical Teams
- Disruption and/or closure of local business activities
- Adverse impact on our property values

Additionally, recent studies by RTA have revealed that a potential overcrowding of the EJ&E lines will also interfere with commuter METRA train lines affecting our ability to get to and from our workplaces in a timely manner.

The EJ&E Railway is only a Short Line “switching” Railroad, not a freight superhighway as indicated by the CN Railway’s intention. Besides, how long would it be before the rerouted CN trains from the Chicago area get replenished by others? The decrease in rail traffic for those areas would then be short lived.

How long would it be before the EJ&E’s current business is affected by the on slaught of the new CN train traffic?

In conclusion, it is my belief, even after any additional infrastructure upgrades by the CN Railway such as new siding(s) as originally described by the CN, and because of the EJ&E’s physical characteristics and the interlocking “Metra” curfews, the EJ&E would “still” be incapable of absorbing the intended additional rail traffic without having any serious consequences. The congestion produced by this will eventually create numerous train delays which then in return produce slower moving trains eventually creating longer waiting times at all railroad crossings. Not to mention all the other factors that

will impede the movement of trains such as inclement weather, track-train-E.O.T.-signal-locomotive problems, track outages, speed restrictions, Form "B's", hotbox detectors, conflicting movements, cross traffic, lost windows of opportunity at junctions, no room at train yard(s) for inbound train(s), crew performance, train crew hours of service, Stop and Flag road crossings, bad Train Dispatcher decisions and train meets, environmental restrictions such as the 6/10 MPH on the Romeoville lead, dead trains, lack of train crews and locomotives, road (local crews) switching and occupying the main track, railroad crossing accidents, inexperienced M of Way and train crews, derailments, hazmat spills, local municipal emergencies, vehicle stuck on rail , bridge hits by tractor trailers/large trucks, any new particular FRA rule/regulation, the railroad's operating/safety rules and regulations, the occasional train from "hell", and just the mere fact of "too many trains" , as certain trains will be at the wrong place, at the wrong time on a daily basis.

Simply put, this acquisition can or will be a LOGISTICAL NIGHTMARE.

We are hopeful that you will make the decision to vote against this acquisition.

For personal reasons, I prefer to remain anonymous and hope that the above comments can still be entered into the record of this docket.

Respectfully yours,

A Anonymous

A handwritten signature in black ink, consisting of a series of loops and a long horizontal stroke at the end.