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1806 Howell Drive
New Lenox, IL 60451
September 23, 2008

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

RE: STB Finance Docket No. 35087
Proposed Acquisition of the EJ&E Railroad by Canadian National

Dear Ms. Johnson-Ball:

I am not only a resident of New Lenox, IL, for the past 19 years, but am also a small business owner in New Lenox, IL, for the past 19 years, and I am formally opposing the proposed Canadian National Railway acquisition of the EJ&E Railroad.

Economic Impact

The authors of the Draft Environmental Impact Statement seem to have missed the point about how the increase in rail traffic will affect my business. I own two buildings just blocks from the rail line. I operate my own small business out of one of the buildings, the other building is commercial rental. With the proposed increase in the number of trains, everyday, I'm sure people will find it very inconvenient to visit our places of businesses, resulting in lost business.

Concept for Increase in Noise, Vibration and Pollution

I purchased my home & business, knowing that there was a rail line nearby; but, I also knew that there were only about six trains that ran on it per day. You are proposing to increase the number of trains to twenty-eight per day. I can't believe that your Environmental Impact Study does not address exactly how I am supposed to cope with the increase in noise, vibration, pollution and inconvenience, not only to myself, but to my customers, that the increase in trains will bring.

Environmental Impact

If the CN purchase of the EJ & E is allowed to proceed, the impact to surrounding schools, churches and neighborhoods will have devastating consequences. The sound and vibration of thundering, fuming freight trains every 51 minutes will be felt for miles along these tracks. The noise and most concerning, the increased risk of a toxic spill due to the 600% spike in harmful chemical hauling through town at 45 miles per hour begs the question, "Will the STB ensure that the final environmental impact study addresses the significant negative environmental impact to our community?"

The Cost to US Taxpayers

The \$40 million CN has proposed to spend on infrastructure improvements is a drop in the bucket. Who will pay for the rest of the underpasses, grade separations and projected necessary infrastructure improvements that are needed to support projected population growth. Who will pay for the anticipated decline in property values? If the STB approves this transaction, then CN should be required to pay.

Moving Chicago's rail congestion to the suburbs is not an effective solution. Please consider that relocating this problem does not effectively address the issue.

Respectfully submitted,



William J. Kickert