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**John Anderson
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Monee, Illinois 60449**

September 30, 2008

Ms. Phyllis Johnson-Ball
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-001

Re: Canadian National's Attempted Acquisition of EJ&E Rail Lines in Chicago Area
STB Docket No. 35087

Dear Ms. Johnson-Ball:

I write to express my deep and profound concerns regarding Canadian National's attempts to acquire the Elgin Joliet & Eastern's rail lines in the Chicago area, and to urge that the STB reject CN's efforts.

If the STB were to approve the acquisition, CN would be permitted to reroute trains in such a way that it would drastically increase the volume of freight traffic along the EJ&E rail line—some estimates predict the average number of trains could increase from 6 to 28 trains daily, and with longer trains. This, in turn, will place an enormous burden upon Will County municipalities, including without limitation:

- Increased delays at street crossings, including delays of emergency vehicles and school buses;
- The probable destruction of the planned STAR line that could connect an outer ring of municipalities;
- Lost productivity and fuel due to excessive waits at crossing gates;
- An elevated risk of train-auto accidents at rail crossings; and
- Excessive noise, vibration, and pollution.

This is to say nothing of the likely decreases in property values which will occur as a result of the proposed acquisition. Accordingly, I urge the STB to reject CN's request.

Alternatively, and at the very least, any approval of the EJ&E acquisition should include required mitigation efforts—at CN's expense—which should include, at a minimum:

- Installation of grade separation crossings;
- Installation of quad gates at all grade crossings and implementation of mandatory "quiet zones";
- Installation of barriers or sound walls between tracks and existing residential areas;
- Installation of pedestrian signals at all crossings; and
- A reduction of freight traffic to accommodate the proposed Metra STAR line.

The proposed EJ&E acquisition is a blatant attempt by a Canadian corporation to enrich itself and its shareholders on the backs of local residents and businesses. Indeed, the proposed acquisition could reap a profit windfall on CN while simultaneously costing local communities hundreds of millions of dollars in lost productivity and infrastructure upgrades. A thoughtful cost-benefit analysis of this situation demonstrates that the expenses are alarmingly high for our communities, with all of the benefit going to CN. This is an unfair deal by any measure.

I understand that, often times, government agencies such as the STB have a tendency to place the needs of a large corporation like CN ahead of the individuals. I urge the STB to not fall into this trap and, instead, force CN to do the right thing. Thank you.

Very truly yours,

A handwritten signature in black ink, appearing to read 'John Anderson', followed by a horizontal line.

John Anderson