

July 31, 2008

*rec'd 9/30/08*

Surface Transportation Board

Re: STB Finance Docket No. 35087

I understand that, if the subject acquisition of Elgin, Joliet and Eastern Railway Company by Canadian National Railway Company is approved by the Surface Transportation Board (STB), Northwest Indiana will, on average, see a three-fold increase in the number of trains per day and an increase in train length from 2,590 feet to 6,321 feet. This would result in bisecting communities, impeding the flow of automobile traffic, increasing emissions, and adding to public safety hazards. My biggest concern, however, is the increased time that major train intersections would be active.

I work in Chicago and live in Schererville. Five days per week, I cross three major railroad intersections on my way to the South Shore train station in East Chicago and, again on my way from the South Shore station to my home. There is no way for me to avoid this other than going so far out of my way that it would make more sense for me to drive to Chicago.

Currently, on average, I am stopped by railroad traffic twice weekly. As these train stoppages are not scheduled, I cannot allow for the additional time involved. I already feel hugely inconvenienced by the railroad traffic but accept it as being part of my life. However, if this inconvenience were to increase three-fold, I would be impacted in a manner that would cause me to reconsider where I am living.

I work in Chicago, not Northwest Indiana, in order to make a higher salary. All of my salary is spent in Northwest Indiana, not Illinois. The Highland/Schererville/St. John corridor is growing rapidly and attracting many Chicago commuters. Why would Northwest Indiana want to jeopardize this trend by enabling a huge hindrance to commuting time of this growing income base?

Thank you for considering my comments.

Very truly yours,

Kenna O. Childress