

September 29, 2008

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

Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

As a resident of New Lenox, a community that will be negatively impacted with the increased number of trains being proposed with the purchase of the EJ&E railroad by the Canadian National railroad, I would like to express my concerns for this transaction. I understand that the number of trains may exceed 30 trains in the future and that these trains may extend 3 miles in length causing over 20 minute crossing delays.

I have many concerns that I would like to address in this document. I am a parent of a young child and strongly believe that my son will feel adverse effects from this railroad purchase. I am concerned my son's school bus will have to endure crossing these tracks that have become congested with freight train traffic. This may increase a risk of accidents. My son must also deal with congested tracks near his school and playground. My son's favorite playground and school are within a close proximity to this line.

As a past employee of a tank car company, I know the risks residents partake for these trains to travel across the lines through their communities. This railroad purchase would increase the traffic on the EJ&E railroad, intensifying the risk of a poisonous chemical, radioactive substance, explosive and other high-risk material spill. It is disturbing to think these materials will pass through my backyard and town at an increasingly alarming rate. Not only is this putting my family in danger of a hazardous material situation, but the nearby communities as well. These materials can poison the water supply leading to major health risks.

Again, I understand how important safety is when dealing with freight transportation. The above paragraph need not be mentioned if CN's safety record was impeccable. However, it is not even nearly acceptable. CN's safety record proves they hold the public and areas their trains travel through at a low regard. In 2005, a Canadian Government Report *shows 54% of locomotives, 50% of train breaks and 26% of crossings* were found defective. This company also received the lowest grade level possible on implementing safety management systems (SMS). If this company does not care about its employees, why should they hold others in high regard?

Please take my concerns into consideration when you make your recommendation and vote no to the CN.

Sincerely,

Christopher Prochnow
Resident of New Lenox, Illinois