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August 28, 2008

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

Ref: STB Finance Docket No. 35087

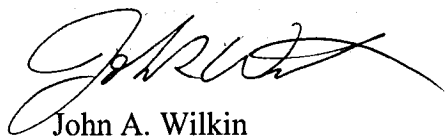
Dear Ms. Johnson-Ball,

I live in Lake Zurich, Illinois and commute to my job at Columbia College Chicago each day by driving 2 miles to the Barrington commuter station and then riding the Metra (Union Pacific NW Line) train into downtown Chicago. It takes me 1.5 hours each way. Twice in the past month my commute has been significantly lengthened due to interference by freight rail traffic on the EJ&E railroad. Once because a freight train blocked my drive to the Barrington station (I must cross the EJ&E tracks twice each way) and once because a slow freight train blocked the Metra train arriving in Barrington from the west. I am so fearful that this is but a small preview of what my commute into Chicago will be like in the future if the Canadian National Railroad (CN) is allowed to purchase the EJ&E and greatly increase the freight traffic on this line.

Metra, and public transportation in general, is a key component in the economic health and vitality of Chicago and Illinois. If the CN railroad is suddenly allowed to interfere with, and possibly destroy, the commuter rail routes into Chicago, the economic costs will far outweigh the (claimed) economic benefit of more efficient freight traffic. The Surface Transportation Board is not making this an adequate consideration in their review of the CN acquisition. If this is given the review and deliberation it deserves, then the STB should never approve of this purchase.

I am therefore writing to ask that you please **reject the proposed CN acquisition of the EJ&E railroad.**

Sincerely,



John A. Wilkin