

September 24, 2008

Five Homan Circle  
Park Forest, IL 60466

Phillis Johnson-Ball  
STB Finance Docket No. 35087  
Surface Transportation Board  
395 E Street, S.W.  
Washington, DC 20423-0001

Dear Ms. Ball:

Please deny the unconscionable request of the CNR to acquire the EJ&E Railroad under plans proposed at the public meetings here in Illinois and also described in the Environmental Impact Statement. The effect of proposed plan, if granted, would be devastating to many of the people of the towns through which the trains would travel.

The CNR wants to take all five sub-division railway passages presently traveling through Chicagoland and re-route them onto one continuous track skirting Chicago and some of its inner suburbs. That means that the towns receiving the re-routed rail traffic will experience at least five times the traffic that the residents in Chicago are presently experiencing. I've also read and heard that the train cars would extend for as long as a mile and a half. This makes for a horrendous, distressing scenario, even for one with little imagination. Just visualize the traffic congestion at the railroad crossings and the continuous roar and clanging of the train cars as they continuously travel through once peaceful communities.

I am a resident of Park Forest, Illinois and am convinced that if the acquisition were granted, the area where the trains would pass through on Western Avenue would become desolate and deserted. Park Foresters would virtually never be able to travel down Western Avenue, which is presently a viable commercial area. CNR proposes that the trains would run 45 miles per hour. As I am in my fifties and have viewed many trains traveling at grade level, I have yet to see one travel that fast. They normally creep at a speed of about ten to twenty miles per hour on a good day. Because the trains would run virtually all day and all night, if this acquisition is permitted, the noise pollution would become literally unbearable to many of the residents. Thus, our community would suffer an abandonment of residents.

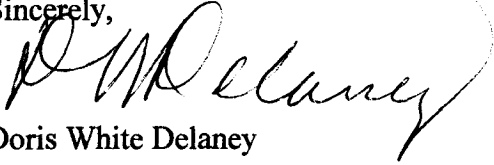
It's insulting that CNR would even propose such an oppressive situation. If the acquisition is allowed, our government would grant CNR permission to oppress thousands of its citizens with the headaches of at least five times the train traffic as well as noise pollution. Sure, Lipinski wants the relief for his Chicago constituents, but to do it at the expense of other Illinois residents is unthinkable. CNR emphasizes that it has offices in Homewood, Illinois. Homewood does not have to endure any of the noise pollution, traffic jams, loss of lives or health issues that this acquisition would cause. Twelve hundred proposed jobs do not justify the devastation that thousands upon thousands of residents would suffer if the acquisition were allowed.

I believe CNR has threatened to sue if a decision isn't made by the STB by October. Such a threat tactic just demonstrates CNR's inflexible, hard-nosed approach to doing business. It doesn't take much imagination to picture how much more uncompromising, unsympathetic and solely self-interest driven CNR would become towards the proposed victim villages if this acquisition were permitted.

Please ignore the possible short-term economic gain that would be provided to the Canadian

National Railway at the expense of innocent, hard-working Americans. I do not understand why our government is even entertaining this discussion. The lives of thousands of citizens who already have been settled for years in their communities would be totally disrupted. Again, I implore you to deny CNR's request for the acquisition of the EJ&E Railroad.

Sincerely,

A handwritten signature in black ink, appearing to read "Doris White Delaney". The signature is fluid and cursive, with the first name "Doris" being the most prominent.

Doris White Delaney

cc: Congressman Jessie Jackson, Jr.