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September 28, 2008

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

Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball,

I am writing to express my **opposition** to the prospective acquisition of the EJ&E line by Canadian National Railway. I strongly feel that the negative impact this proposed transaction will have on our local communities is immense. The increased number of longer and faster freight trains running through our neighborhoods will result in:

- More accidents and deaths along the rail line
- **An increase in automobile traffic gridlock at rail crossings**
- Elevated pollution and noise levels
- Dangerously longer response times of our Police, Fire and Emergency Medical Teams
- Disruption and/or closure of local business activities
- Adverse impact on our property values

I also oppose the large projected number of hazardous material shipments that will be running through each town/city daily/yearly.

Additionally, recent studies by RTA have revealed that a potential overcrowding of the EJ&E lines will also interfere with commuter METRA train lines affecting our ability to get to and from our workplaces in a timely manner.

The EJ&E Railway is only a Short Line "switching" Railroad, not a freight superhighway as indicated by the CN Railway's intention. Besides, how long would it be before the rerouted CN trains from the Chicago area get replenished by others? The decrease in rail traffic for those areas would then be short lived.

How long would it be before the EJ&E's current business is affected by the on slaught of the new CN train traffic?

In conclusion, it is my belief, even after any additional infrastructure upgrades by the CN Railway such as new siding(s) as originally described by the CN, and because of the EJ&E's physical characteristics and the interlocking "Metra" curfews, the EJ&E would "still" be incapable of absorbing the intended additional rail traffic without having any serious consequences. The congestion produced by this will eventually create numerous train delays which then in return produce slower moving trains eventually creating

longer waiting times at all railroad crossings. Not to mention all the other factors and issues that can or will impede the movement of trains such as inclement weather, track/train/end of train device/signal/locomotive problems, track outages, speed restrictions, Form "B's", hotbox detectors and if so, setting out that or those particular bad order car(s) at the nearest possible convenient location, crew taxi's being late or just no shows, conflicting movements, cross traffic, lost windows of opportunity at junctions, no room at train yard(s) for inbound train(s), crew performance, train crew's hours of service, Stop and Flag road crossings, bad Train Dispatcher decisions and train meets, environmental restrictions such as the 6/10 MPH on the Romeoville lead, dead trains, the movement of dimensional loads adhering to their specified restrictions, speed restricted cars and equipment, trains in excess of 8000 feet, intentional placement of debris on, around or between track(s), juveniles tampering with trains while crews switch from main track, lack of train crews and locomotives, road (local crews) switching while occupying the main track, railroad crossing accidents, inexperienced M of Way and train crews, train crews not traveling expeditiously, insufficient paperwork such as not possessing the necessary placarded waybill(s) for movement, train in emergency upon the train crew's arrival, derailments, hazmat spills, local Police Department emergencies, suicides, vehicle stuck on rail, bridge underpasses hit by tractor trailers/large trucks, any new particular FRA rule/regulation, the railroad's operating/safety rules and regulations, any new environmental restrictions, mechanical breakdowns and scheduled maintenance outages at Bridge 198 East Joliet, the occasional train from "hell", and just the mere fact of "too many trains", as certain trains will be at the wrong place, at the wrong time on a daily basis. This, if gone undetected, can cause a potential gridlock.

Simply put, this acquisition can or will be a LOGISTICAL NIGHTMARE.

We are hopeful that you will make the decision to vote against this acquisition.

For personal reasons, I prefer to remain anonymous and hope that the above comments can still be entered into the record of this docket. Thank you for your time.

Respectfully yours,

A Anonymous