

10104

Other Submissions

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Docket #:

- -

Subject: * STB Finance Docket No. 35087

First Name: * Peter

Middle Name:

Last Name: * Wilkin

Address: * 4202 Victoria Drive

City: * Valparaiso

State: * Indiana

Zip Code: * 46383-2062

Email Address: * pwilkin@pnc.edu

Group/Affiliation:

Message: STB Finance Docket No. 35087

I am AGAINST CN to acquire the EJ&E Railroad

For the following reasons

Are you ready to get stopped at railroad crossings three times as often as you currently do, and then wait two and a half times longer for the train to pass? Would you like three times as many freight trains, like the one that badly injured three people in Griffith on July 25, barreling through your community every day? Do you want to breathe in more pollution because of extra trains chugging through and more idling cars stopped at railroad crossings? Would you compromise economic development initiatives like the South Shore Line expansion and the Gary/Chicago International Airport expansion for the interests of one corporation? For me, the answer to all of those questions is a resounding NO!

Unfortunately, all of those situations could become a reality if the Surface Transportation Board (STB) puts CN's interest ahead of the citizens of northwest Indiana and allows CN to acquire the EJ&E Railroad.

On July 25, the STB issued its Draft Environmental Impact Study (EIS) of the CN/EJ&E deal, which analyzes the environmental impacts on the surrounding communities and the natural environment that would occur if this acquisition takes place. It also sets forth the STB's recommended mitigation measures, which I deem deficient. From the Draft EIS, it is clear that the impact of the acquisition on Northwest Indiana would be a severe change in our quality of life.

The EJ&E line running through the region would, 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. The result would bisect communities, impede the flow of automobile traffic, increase emissions, and add public safety hazards. The proposed acquisition also would create new obstacles to the expansion of the South Shore Line and would hinder the expansion of Gary/Chicago International Airport. None of that would be good for

Northwest Indiana.