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

Re: STB Finance Docket No. 35087

To Whom It May Concern:

This message is to inform you of our strong opposition to the proposed acquisition of the Elgin, Joliet, & Eastern (EJ&E) Railroad by the Canadian National (CN) Railway and Grand Trunk Corporation. As such, we respectfully request that the Surface Transportation Board (STB) deny the proposed acquisition on the following grounds:

1) Anti-Competitive Effects, as follows:

- Because CN already operates five (5) rail lines in and around the Chicago area and these lines will likely continue to be used by CN, the acquisition of the EJ&E would give CN an unfair monopoly in the Chicago region.

2) A Net Regional Negative Environmental Impact, as detailed in the following:

- From an infrastructure standpoint, the current five (5) CN rail lines already have appropriate mitigating infrastructure in place to handle the increased traffic, while a substantial amount of mitigating infrastructure improvements would be necessary along the EJ&E line in order to adequately address CN's proposed increased rail traffic. CN has not offered to assist with appropriate financing of these necessary improvements, leaving the local taxpayers with the bill. We already pay very high taxes here and cannot and should not bear the additional burden. This is not fair – local taxpayers should not be required to help contribute to the profits of a private, foreign corporation.
- From a public safety standpoint, increased rail traffic will result in more accidents at crossings and the possibility of a hazardous waste release. This will not likely be balanced out with a corresponding decrease on the current CN rail lines.
- From a very personal standpoint regarding my family's safety, it is important to note that my family must cross the EJ&E railroad tracks in order to access the nearest hospital and my child's school. Access to medical facilities is limited in this part of the greater Chicago area, as opposed to a greater choice of emergency medical care facilities that can be chosen from in the areas where the current CN rail lines are, should a line be blocked by a train. As I type this letter, my wife is in the early stages of labor and we are waiting for the doctor to tell us when to leave for the hospital. Life and death first responder impacts are not appropriately reviewed in the Draft Environmental Impact

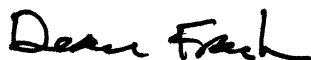
Statement (DEIS). This is a very real and serious issue for my family's health and well being.

- The increased noise pollution and vibration would negatively affect my family. Although my house is approximately 400 yards from the tracks, my family is wakened at night and conversations are interrupted repeated by train horns and our house vibrates when trains pass. This will get worse with the increased traffic that CN is proposing.
- Property values within a distance much greater than that reviewed in the DEIS will be substantially negatively affected should CN acquire the EJ&E and increase the rail traffic, noise pollution, air pollution, and probability of accidents. The DEIS must properly address the issue of residential property value impacts. Again, U.S. citizens should not be forced to bear the burden of supporting the profits of a foreign corporation.
- CN's current operations and safety record must be examined to ensure that we can be assured of safe operations and appropriated response to the increased possibility of an accident, derailment, or hazardous materials spill.
- Proposed STAR Line Commuter train access is not guaranteed, which affects the amount of gasoline used by motorists and the resulting air pollution generated by commuters that would otherwise ride the train instead of drive. For example, right now, since I work in downtown Chicago, I am forced to drive 9 miles north to the Route 59 Metra station in order to gain access to Metra commuter train service. I would prefer to use the STAR line instead of driving. In addition, the Village of Plainfield has already spent millions of dollars in order to acquire land to use for a train station near my home.
- Many of the calculations and assumptions used in the DEIS are reported to be inappropriate, calculated incorrectly or unsubstantiated. As such, the public cannot be sure that the analysis is valid. According to the City of Aurora Transportation Planner, the track usage shown in the DEIS is underestimated. The list of substantially affected grade crossings is flawed because the traffic counts are incorrect. The noise assessment methodology is outdated and not used by the U.S. EPA. In addition, the DEIS does not take into consideration of the effect of air pollution of idling vehicles at grade crossings or the possible impact on carbon dioxide emissions, which affect global warming. These are major issues that the DEIS must do a better job of addressing.
- Rail traffic capacity review in the DEIS is based on information obtained from a fundamentally biased source – CN. Instead, a full right-of-way capacity review should be conducted in order to appropriately assess the possible environmental impact.
- There is no review of alternate proposals, there is no detailed review of the supposed benefits to the communities along the current CN rail lines

We attended one of the many public meetings held throughout the region. The majority of those who commented were overwhelmingly opposed to the acquisition, as are we. It is our sincere hope that you seriously consider our concerns and deny the proposed acquisition.

Should you require additional information please contact us at the above location. Thank you very much for your time and consideration of our request.

Sincerely,

A handwritten signature in black ink that reads "Dean Frank". The signature is written in a cursive, slightly slanted style.

Dean Frank, P.E.