

Other Submissions

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Please fill out the following information to help us complete your filing:

Docket #: -35087 - -

Subject: * CNR's purchase of EJ&E
 First Name: * Dianne
 Middle Name: Marie
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City: * Aurora
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Group/Affiliation:
 Message: Hello. This is in reference to STB Finance Docket #35087.

I would like to register my comments about the Canadian National Railway purchase of the EJ&E Railroad. As an affected member of the community living in Ward 8 of Aurora, IL, I see the purchase as a detriment to our area, and not the benefit that Canadian National does. This will directly affect the amount of gas my car uses (increasing the amount of carbon monoxide/dioxide my car produces as well as heat), and the amount of time it takes me to get to and from work, and the movement of pictures on my wall and cracked glass in my cabinet (increasing from its current rate). It will also affect my house's foundation and structure being more rattled each day, as well as the price of my house near such a busy track.

I cannot see the benefits to my area or me by this purchase, contrary to the statement of Canadian National. If there is a track somewhere in Chicago that has 40 trains or so per day, taking two of them off and putting them on the EJ&E will not relieve that congestion. Adding 30 or so more trains to the EJ&E in addition to the two from Chicago will not help us. No area that the EJ&E tracks cross through will see the benefits of the Canadian National purchase. Perhaps the point where the EJ&E stops (New Orleans?) will see an increase in jobs, but not us.

The Canadian National Railway promises to wait until the environmental impact statement comes out before putting all those trains through. What stops them from putting the trains through once the impact study is done, regardless of if it goes against them?

They are going to affect all of the cities/towns along the EJ&E line, but will only pay the cities/towns a paltry sum in compensation to create safer crossings. They are increasing the risk to us, they should at least pay ½ of what it costs to upgrade the crossings.

I am alarmed by a report that stated that the CNR would notify local authorities if a train was going to be stopped for too long and negatively impact emergency vehicles. Who decides if a train is stopped too long? Someone in Canada? And how long would it take to relay that message? I seem to remember not too long ago a train accident that

could have been avoided if the train owners/operators could have been reached to give the okay to stop the train. And why would they stop? Too many trains on the tracks? I timed it; a 150-car train at a speed between 50-60 mph (estimated) took 4 minutes. We already have almost one train per hour. That's already 96 minutes per day. How much more will that go up? It takes longer if the trains go slower, too. Right now, there are not many trains going through at rush hour. I am not sure if that is out of courtesy or timing, but I have seen the pile-up of cars on both sides of the tracks waiting for a train during that time. Right now, on a road like Ogden (Rte. 34), it's $\frac{1}{2}$ to $\frac{3}{4}$ of a mile in both directions. I only see that increasing if more trains are added, or longer trains are added.

I can't completely understand the economics of moving freight by trains rather than trucks, either. If you move more freight by train, won't you need more trucks to get it to its final destination from the train's end point? And don't trucks get it to the train in the first place?

Regardless, I cannot understand or support an STB decision to allow this purchase to conclude successfully for CNR, when the negative impact outweighs the benefits.

Thank you for your time.

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