

August 22, 2008

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

Subject: Canadian National Acquisition of the E J and E Railroad - STB FILED DOCKET #35087

Dear Ms. Johnson-Ball

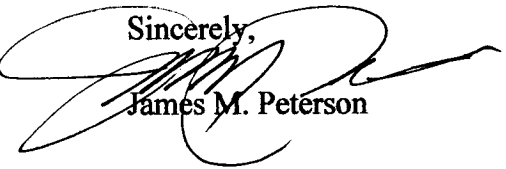
Although I am generally in favor of expanded rail use, the proposed acquisition of the E J and E Railroad by Canadian National is not in our national, regional or local interests.

My name is Jim Peterson and I have been a resident of the Barrington Area at 20230 Lea Road in Deer Park, Illinois for over 37 years. During that time I have served as the Village of Deer Park's President, have been active in the wider Barrington Area's planning efforts and I have seen and experienced the negative impact increased vehicular and rail traffic can have on a community.

The proposed almost unrestricted use of the E J and E rail line by Canadian National for their benefit will have a significant negative impact on the community where I live and commute to downtown Chicago every weekday to work on the Metra Rail Transit system. This action would negatively impact public safety, commuter rail service, local school and school bus schedules, emergency access to the only area hospital, noise levels and automobile congestion as well as significantly limit the possible future use of the E J and E rail line as a commuter rail line. The impact of the greatly increased rail use of the E J and E rail line is not something that "should be expected" because the rail line is there nor is the proposed increased use by Canadian National an incremental increase. The E J and E rail line never has been and until recently, was never thought to be, a heavily traveled freight line.

Canadian national, which even it admits, would significantly benefit economically from the acquisition, should be required to mitigate the damages it's actions will cause by scheduling the increased use of the E J and E rail line to times when the impact can be absorbed easily and pay for the construction of the facilities necessary to avoid damaging an already fragile infrastructure. The rational for the special privileges railroads have been given in the past to expand the country, many of which have been abused has long since past and it is now time to at least expect the railroads, like other businesses, to pay their own way when they can and where they cannot, for the larger community, if it benefits, to pay it's own way,

Sincerely,


James M. Peterson