

September 29, 2008

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

Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

As a resident of New Lenox, a community that will be negatively impacted with the increased number of trains being proposed with the purchase of the EJ&E railroad by the CN railroad, I would like to express my concerns for this transaction. I understand that the number of trains may exceed 30 trains in the future and that these trains may extend 3 miles in length causing over 20 minute crossing delays.

I have many concerns that I would like to address in this document. I strongly believe that our local schoolchildren will be in jeopardy due to the purchase of EJ&E railroad by CN. I am concerned school buses will have to endure crossing these tracks that have become congested with freight train traffic. This may increase a risk of accidents with our local youth. These same children must deal with congested tracks near their schools, homes and playgrounds. Our community has many residential and school areas that are within a close proximity to this line.

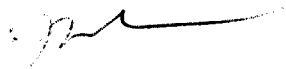
I worked on the police force for many years and know time is crucial when emergency services are asked to respond to a residence in a timely manner. How can this be done if they are stopped at a blocked crossing? I work odd jobs and do not employ what one would call normal a normal shift. I am concerned my wife may need assistance while I am working. Who will help her if the police or paramedics are stopped at a railroad crossing for 6 minutes while waiting for the train to pass? Please don't put my wife at risk for the benefit of a foreign company.

If CN railroad purchases EJ&E railroad, there will be an increase in the transportation of hazardous materials traveling through our local communities. It is disturbing to know there is an increased threat of poisonous chemicals, radioactive substances, explosives and other high-risk materials passing through our town. The spillage of these materials can cause degradation to the water supply.

CN's safety record proves they hold the public and areas their trains travel through at a low regard. In 2005, a Canadian Government Report *shows 54% of locomotives, 50% of train breaks and 26% of crossings* were found defective. This company also received the lowest grade level possible on implementing safety management systems (SMS). If this company does not care about its employees, why should they hold others in high regard?

Please take my concerns into consideration when you make your recommendation and vote no to the CN.

Sincerely,

A handwritten signature in black ink, appearing to read 'Michael Graczyk', with a long horizontal flourish extending to the right.

Michael Graczyk
Resident of New Lenox, Illinois