



Phyllis Johnson-Ball  
Surface Transportation Board  
395 E Street, Washington DC

Regarding: S.T.B. Finance Docket # 35087

Dear Ms. Johnson-Ball,

Thank you for the opportunity for me to speak out in favor of the C.N. Railway obtaining the E.J.+E. Railroad. I believe this merger would make environmental sense, as I recall reading that, on average, it takes 14 HOURS for a freight train to move across Chicago; most of that time is spent idling at rail to rail crossings in near-freight train grid lock. This idling time uses up a great amount of diesel fuel, and it's not helping our air quality.

C.N.'s plan to purchase the E.J.+E. is a fine idea to bypass the Chicago grid lock.

I am disappointed to read of the outcry by the suburban Chicago opponents of C.N.'s proposal.

I have read how some residents fear that emergency and rescue personnel will be immobilized at railroad crossings. But, that argument simply

does not hold up when we see there are many Chicago suburbs with high-volume rail lines crossing their communities which continue to function, police, fire, ambulance and soccer moms, too.

I'd like to share one last small item of concern, in that the C.N. Railroad explored the possible purchase of a small wedge of land from the DuPage County Forest Preserve District at Pratt's Wayne Woods to form a junction (known as Munger) at the C.N. and E J & E railroads with a moderate-radius curve.

The DuPage Forest Commissioner stated that he would not, and could not sell or exchange any District property. I have read lately, that the C.N. plans to go ahead and plan on a minimum radius curve at the site, not involving forest preserve land.

- This is just my opinion, but a minimum radius curve is an accident waiting to happen. If a train derails, a very tight curve is often the cause.

Bulldozers and heavy equipment can cause much more damage to property in cleaning up a derailment than anything else. Thank you and

Keep up the good work! Gary Ruess