

738 S Mecosta Lane
Romeoville, IL 60446

August 10, 2008

Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E. Street, SW
Washington D.C. 20423-0001



RE: Canadian National Railway and Grand Trunk Corporation control of EJ&E West Company (STB Finance Docket No. 35087)

Dear Ms. Quinlan:

This is to let you know that my family and I are totally **opposed** to the proposed purchase of the EJ&E Railroad by Canadian National especially due to the impact it would have on the Plainfield area.

Currently approximately 8 miles of train pass over the Plainfield crossing every day. With the purchase by Canadian National this would increase to over 50 miles of train per day going over this crossing, which is surface grade with gates, thus creating a traffic nightmare. It should be noted that this crossing is in the downtown area of Plainfield right next to the city park. We were at this park recently to attend a concert when one of the EJ&E trains passed by blowing it's horn as it approached the crossing thus drowning out the music from the concert. I can just imagine what this will be like if Canadian National takes over and significantly increases the number of trains.

Besides the above, there is also the fact of the greater possible exposure to hazardous materials that will be transported through this area along with the increased noise and vibration. A major concern is the impact that closing this crossing for 5+ hours/day for trains will have on the emergency services to the area.

The figures provided show that there are now 18.5 trains/day with an average length of 2590 feet (8+ miles of train) going over this crossing. These figures show that Canadian National wants to increase this to 42.3 trains/day with an average length of 6321 feet (50+ miles of train). At 10 miles per hour, this 50+ miles of train per day will have this major crossing shut down for over 5 hour each day I'm sure that the proposed number of trains and length submitted by Canadian National are the minimum, with these numbers increasing after the purchase, thus there will be **greater exposure to hazardous waste, reduced emergency services, increased noise pollution and vibration, plus the inconvenience and addition gasoline consumption these trains will cause as they block traffic for over five hours per day.**

From what I've read, it will be the responsibility of the people in the area to construct an overpass/underpass for this intersection to accommodate the increased number of trains.

This would mean an increase in our already very high taxes. I'm sure the route that Canadian National currently uses already has these overpasses/underpasses.

Basically what this amounts to is that the taxpayers of the U.S. get shafted, once again, so that the stockholders and chief executives of Canadian National can make more money.

I've only commented about the Plainfield crossing, however, these same comments apply to all the other crossings along this route.

Sincerely,

Arnold W. Sennerud

P.S. Would you please let me know when the next public forum for citizen input is being held in the Plainfield area so I can attend and express my opposition to this merger. You can e-mail me at "eagle2709@sbcglobal.net"