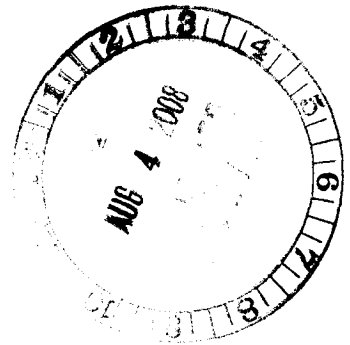


10088

The Honorable Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-001

AUG 4 2008



Docket # 35087

Canadian National Railway Company and Grand Trunk Corporation - Control-
EJ & E West Company

Dear Ms. Quinlan,

Before I get to the concerns detailed in the letter drafted for residents by a local grass roots group, which I completely agree with, I wanted to include more specific concerns impacting my family and neighbors. I live in a fairly new development in Southwest Naperville. The EJ&E line runs along the Western edge of my subdivision. My family's home is approximately 300 yards from the tracks. My brother and his family live approximately 200 yards from the tracks.

We picked this community not only to be close to family but also because we wanted our son to be close to his eventual schools. As it stands now, his elementary school will be less than a mile from our home and his junior high school is only 3 blocks away. I would not be surprised if the elementary school is forced to close if the CN acquisition goes through as the tracks are only a few feet from the school. Given the prospect of 40+ freight trains hauling potentially hazardous materials right next to the school all day long, I would prefer that the elementary school close if the deal is approved so I do not have to worry all day long.

I fear this letter writing campaign by impacted communities will have little impact on the process and decision in this matter. A few thousand letters cannot compete with \$1 million spent on lobbying. I hope you will consider the concerns outlined in these letters and at a minimum help us mitigate the impact this acquisition will have on our lives as I see little chance the acquisition will be stopped.

The CN projects rail traffic to increase from 15.7 to 42.3 trains per day on the rail segment that runs along Naperville's western boundary. This increased train traffic presents significant challenges to the quality of life of our residents and businesses. Until the following concerns are addressed, I oppose the CN as currently structured:

- Traffic Congestion: At-grade crossings along the EJ & E are strategic links within the region for the movement of residents, employees and goods. US Route 34 (Ogden Avenue) is a major state highway linking several communities and carrying approximately 45,000 vehicles each day. The increase in train traffic will only increase delay, congestion, and emissions at this intersection unless the CN is forced to grade separate the highest volume crossings along the line.
- STAR Line: Communities have invested millions of dollars in support of the STAR Line commuter rail service which will decrease congestion in the region through

intersuburban commuter rail. The CN acquisition should not impact the future of the STAR Line from a cost or feasibility perspective.

- Increased Train Traffic Noise: I am very concerned for the noise impacts based on increased train traffic. This includes engine noise and surface vibration. The city is also in the process of establishing a quiet zone and does not want to see the quiet zone status at risk due to this transaction.
- Potential Costs to Communities and the State of Illinois: As currently proposed, communities will face enormous costs to offset the impacts of the increase in train traffic. The regions businesses and residents should not shoulder the costs of CN's operational efficiency.
- Increased Frequency of Hazardous Material Hauling: CN's estimate of 43 carloads per day growing to 380 carloads per day is a serious concern. The STB must ensure that the CN's safety programs can effectively manage any hazardous materials issues.

The impacts to residents and businesses along the EJ & E line are real and should not be dismissed through the consideration of this transaction. Please consider these concerns as a letter of opposition to the CN acquisition of the EJ & E as currently structured.

Sincerely,

Frank T. Mascari

Frank T, Mascari
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Naperville, IL 60564