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Surface Transportation Board
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January 27, 2008

Surface Transportation Board
395 E Street, SW
Washington DC 20423
Attn: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

To Whom It May Concern:

HDR

As a homeowner, I will be impacted tremendously by the increased rail traffic as proposed with the acquisition of the EJ&E by Canadian National. The current railway traffic by EJ & E does cause vibration within my residence when speeds are not monitored and freight loads are heavy.

The impression I have of this resultant increase will be that from Marry Poppin's, in which we would have to maintain our posts and catch objects so they do not break. Although this may be an exaggeration, I'm sure no one is interested in living in a home that has constant vibration from railway traffic. I purchased a home in a quiet and peaceful neighborhood. In recent months with the onset of this purchase, I believe railway speeds have been mitigated in order to enhance acceptance of this uncomfortable change. Now, once all transactions have finalized, what recourse do I have as a resident to report speeding trains that rattle my home and my nerves. I would like to consider moving, but I know I will take a bath in real estate values due to the impending purchase, current market conditions and the neighborhood signs signaling objection to this proposal.

I would like to be compensated the entire value of my home, since I won't be able to live with this noise and impact and won't be able to adequately sell my home. We are talking \$600,000 in loss and I am but one homeowner on the rail line. My home is about 100 yards from the tracks.

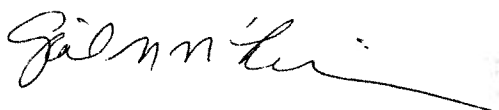
My research has shown that much of the CN's maintenance of tracks has been poor leading to the potential for a compete hazard virtually in my front yard. The amount of traffic proposed is more than 10 times what is currently carried out on this rail line. The tracks are probably not adequate for this amount of traffic. The potential to have a derailment in such close proximity to homes is astounding and frightening.

The potential for government to put business and revenues, as well as, the potential revenues for a short-term event like the Olympics ahead of the interest of citizens, their happiness and their homes is appalling. I have no respect for a government that would not take the concerns of well meaning citizens that pay more than \$10,000 per home in taxes as poor representation. Our declaration of independence highlights our rights to "life, liberty and the pursuit of happiness". My home has been a source of happiness from its onset of making the choice to build, to selecting the tile, cabinets and overall look and feel. I feel like my very freedom to pursue such happiness is being threatened.

I vehemently voice my disapproval of disrupting my neighborhood. I would sooner see a bike path in place of a railroad through my neighborhood. Please hear my voice and respect me as a citizen, a tax payer, and a neighbor, your neighbor - who just wants to live in the peaceful, quiet neighborhood where we built our home.

Sincerely,

Gail M. McLinn



Trucking to Ship 70% of U.S. Freight by '18; But Revenue Share Predicted to Dip to 83.4%

By Frederick Kiel
Staff Reporter

American Trucking Associations said trucking will retain its dominance over the next 12 years, moving an estimated 70% of all U.S. freight in 2018, up from 69% in 2006.

The federation also said in its report, "The U.S. Freight Transportation Forecast to ... 2018," that trucking's share of total revenue will fall slightly, to 83.4% in 2018 from 83.8% in 2006. ATA worked on the report with Global Insight Inc., a Waltham, Mass., economic and financial consultant and forecaster.

"The slight loss of revenue share [by trucking] is more of a reflection of the pricing renaissance in rail and water transport, and in relative terms, slower growth in private fleet transport revenues," the report said.

Rail intermodal service, although beginning from a much smaller base, will increase in volume by more than 5% a year from 2007 to 2012 and 5.5% a year through 2018. It will more than double its revenue over the 12-year period, the report said.

ATA said it began with a full set of data on freight tonnage and revenue for 2006 and built its forecast from 2007 forward.

"Despite the freight transportation industry's rough economic times in late 2006 and the first half of 2007, the long-run outlook remains bright for all modes," Bob Costello, ATA chief economist, wrote in the report. "In this forecast, you will find that the trucking industry continues to dominate the freight transportation industry in terms of both tonnage and revenue ..."

The report forecasts total tonnage of primary freight shipments in the United States will jump to 19.85 billion tons in 2018 from 15.55 billion tons in 2006, about a 28% increase.

Total revenue derived from primary freight shipments will increase to \$1.33 trillion by 2018 from \$770.5 billion in 2006, a 73% increase, the report said.

Of that total revenue, trucking took in \$645.6 billion in 2006, which will grow to \$853.3 billion in 2012 and \$1.112 trillion in 2018, the report said.

The figures also show no major shift toward one form of freight transportation over another for the 12-year period.

"We believe that the major

from diverse sources, predicts that the volume of freight transportation will grow slightly faster in the first six years of the forecast period, from 2007 to 2012, at 2.2% annually, than in the second six years, at 2.1% per year.

Truckload volume is expected to expand by 2.5% a year from 2007 to 2012 and 2.3% per year

through 2018.

"Truckload tonnage growth primarily reflects the anticipated performance of key commodities and freight market segments," the report said. "We have assumed that truckload carriers will benefit to some extent as small and midsize private carriers look to outsource their trans-

portation requirements and focus on their core business."

The report predicts that less-than-truckload volume will increase from 155.5 million tons in 2006 to 183.7 million in 2012 and to 218.5 million in 2018. LTLs will grow faster during the second six-year period of 2013 to 2018, at 3.2% annually, compared with 3% yearly from 2007 to 2012.

The share of total tonnage by private carriers is expected to fluctuate slightly over the period of the report, at first rising from 33.3% in 2006 to 33.5% in 2012, before dipping to

33.4% in 2018, the report said.

Tonnage of private carriers will increase 2.3% annually from 2007 to 2012, and 2.1% from 2013 to 2018, ATA said.

The forecast said that rail intermodal tonnage will expand more rapidly, from 5% annually in the first six-year period to 5.5% from 2013 to 2018.

Rail intermodal revenue will more than double, from an estimated \$11.3 billion in 2006 to \$26.1 billion in 2018, an average annual growth of 8.4% to 9% yearly, ATA said.

The World's News (1953)