

16004

Neal Crost
22030 Coriander Lane
Frankfort, IL 60423
09/19/08

Surface Transportation Board
395 E. St. SW
Washington, D.C. 20423
Attn: Ms. Phillis Johnson-Ball
Ref: STB Finance Docket No. 35087

Ms. Johnson-Ball,

I am writing in reference to the divergence of train traffic from Chicago to the suburbs of Chicago. This, as you know, would increase train traffic from 6 a day to 28 a day and also increase hazardous materials traffic by 600% through suburban baseball, soccer and football fields through suburban schools and communities.

When people like me moved to the suburbs we knew what the current train traffic was and accepted it, as did the people living in communities in Chicago that currently have this traffic, they also accepted it as is. Throughout this entire train line we have hundreds of children riding their bikes across these tracks every week and this added traffic will most certainly make it extremely unsafe as kids ride their bikes to and from school, playgrounds, sports practice, etc.

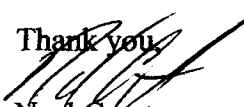
The thought of adding this traffic through a great number of suburban communities is outlandish and I sincerely hope you feel the same. This traffic is not being diverted to just outside the Chicago limits it is coming out to the deep suburbs in an area where people like myself have move to to get away from the accepted and common congestion of living in a city.

Please understand and help our situation and we beg of you not to take away what every American citizen strives for when they make a move to any suburb in the United States and that is the quiet and peaceful surroundings that we all accepted when we moved to the suburbs and is what the individuals who live in a city have accepted when they moved into a city.

Please help and don't be part of a program that will have a serious effect on your typical American suburban communities.

Most importantly, for our kids sake and safety please put a stop to this proposal. We are communicating with 60 Minutes news program to have them report on this proposal and we hope this helps build awareness on this outlandish proposal.

Thank you,



Neal Crost

Voice railway concerns

Just over one week remains for you to write to the Surface Transportation Board about the proposed 400 percent increase in train traffic in the Lincoln-Way area.

Sept. 30 is the last day that the STB will accept letters about the Draft Environmental Impact Statement concerning the proposed acquisition of the EJ&E railway by the Canadian National Railway. The proposal would increase the number of trains from six to 28 per day on the tracks that run east and west parallel to and between Laraway Road and U.S. 30. The proposal calls for more trains, longer trains, larger engines and 600 percent more hazardous materials than currently travel through our community.

The STB is the only government agency that will decide whether to approve the transaction, disapprove it or approve it with conditions. We believe that this three-person commission really wants to hear from you. Your opinion can have an impact on their decision.

You can view the draft EIS at www.stbfinancedocket35087.com. I hope that you find something to write about. We have provided a number of suggestions at our Frankforttrainstop.com Web site. If you have not found something to write about, consider this basic tax subsidy issue.

The draft EIS suggests that the STB will only require CN to pay 5 percent to 10 percent of the cost of overpasses and underpasses that are needed. They expect U.S. taxpayers to pick up the bill for the bulk of this cost. Why should U.S. taxpayers subsidize



Jim Holland

this exceptionally profitable foreign railroad that reported profits of more than \$2 billion dollars last year on revenues of \$8 billion? If the STB were to order the CN to pay for the overpasses and underpasses, the CN would likely find it cheaper to follow the suggestions of the CREATE organization that has made proposals to correct the rail congestion in Chicago, or they would find it cheaper to build a new railroad farther out in the country. Either program could completely solve the Chicago rail congestion problem for all railroads, not just this one foreign railroad.

The CN won't accept either program, because with the EJ&E purchase they believe that your taxes will pay for most of the required mitigation measures.

In addition, currently the draft EIS only projects traffic five years into the future, and that projected traffic does not justify any overpasses or underpasses in the Lincoln-Way area. Lincoln-Way communities routinely make road traffic projections 20 years or more into the future. Using the longer-term projections would justify overpasses or underpasses in the Lincoln-Way area and many more along the rest of the tracks. The overpasses and underpasses can be phased in as needed, but the key is

that the CN needs to pay for all of them, not we taxpayers.

It seems even more absurd for the taxpayers to help the CN when we consider one of their strategies. The CN recently built a new container port in Prince Rupert, British Columbia. This port is closer to China than ports in the United States. The CN hopes to run 200 car trains from this port, through the Lincoln-Way area to the CN intermodal terminal in Memphis. In effect, your tax subsidy for such items as overpasses and underpasses will help the CN take jobs away from U.S. citizens who work for West Coast ports and for U.S. railroads. In addition, your taxes will help subsidize the transportation of products made in China, making U.S. manufacturers less competitive.

The tax subsidy issue is one that all citizens can relate to and it can be corrected by having the STB order CN to pay for overpasses and underpasses instead of the taxpayer. We believe that if this is required, the CN will abandon the EJ&E acquisition and they will find more appropriate solutions to Chicago's rail congestion problem.

Between now and Sept. 30 you have a chance to speak up on this issue. Take a few minutes to write to the STB. Send your letter to:

Phillis Johnson-Ball
Surface Transportation Board
395 E St. SW
Washington, D.C. 20423
Ref: STB Finance Docket No. 35087

Jim Holland is the mayor of Frankfort.

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09/19/08

60 Minutes
524 West 57th Street
New York, NY 10019
Attn: Mr. Steve Kroft

COPY

Mr. Kroft,

I am writing you to inform you of a proposal put forth by the Canadian National Railway that would divert train traffic from the Chicago area (that has been this way for decades) and run this added train traffic through the suburbs. This would affect thousands of people who moved to the suburbs from the city to get away from the congestion of living in a city.

In my community, Frankfort, IL, this proposal would increase train traffic from 6 trains a day to 30 trains a day and increase hazardous material traffic by 600%. This traffic runs through far suburban communities' school areas, playgrounds, bike paths, football, baseball and soccer fields.

It is one thing if we all moved to the suburbs when this train traffic was here, however, we all moved to the suburbs to get away from exactly that, as does every other American who lives in the suburbs. We accepted the 6 trains a day and the people who live in the city accepted the train traffic they have as well.

Throughout this entire proposed train route there are hundreds of children everyday riding their bikes across these tracks or are playing in field's right next to these tracks. They ride their bikes, like and other suburb area in this country, over these tracks going to and from school, sports practice, stores, down suburban bike paths, etc.

In America a suburb is a suburb and the city is the city. There is one reason people move to the suburb and that is for less congestion and for peace and quiet. Both the people who live in the suburbs and the people who live in the city have accepted their surrounding when they moved in, that to me is fair.

Please help keep suburban live the way we all remember it and not allow a 500% increase in train traffic with a 600% increase in hazardous material traffic through more than 20 suburban communities. I've enclosed a letter I sent to Ms. Phillis Johnson-Ball with the Surface Transportation Board and an article from our suburban newspaper with and article from our Mayor.

Thank you for your consideration.
Neal Crost