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May 30, 2008

Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E. Street, SW
Washington, D.C. 20043-0001

cc: Board Member, W. Douglas Buttrey

Re: Canadian National Company – EJ&E request for
Review and final decision (CN-33) time limits.

Dear Ms. Quinlan:

I don't think any request by the CN for extended time limits should be granted and ask the STB to deny them. It's sad but today many people don't trust government and big business. Thousands of people have written you with concerns. I was taught that one letter represents a thousand voices. Multiply the thousands of letters you have received and you will get some measure of public concern. Deny them full and due process, deny them a full study of the scope that has been presented and the additional avenues that scope may take and the STB will appear to those thousands of people to be another government agency with something to hide bowing to big business. In this case a foreign national big business.

A look at the CN-EJ&E agreement will tell you that CN is under no time constraints. It is a false claim. Ample latitude had been built into the contract for delays. That removes the only possible valid reason they might have to make the request. The CN, in its own country, has a bad reputation in dealing with its employees, the communities it serves, its safety record, and its short haul customers. Communities along the EJ&E have not built infrastructure to handle the type of traffic proposed with out major repercussions. **This must be fully studied.**

The CN is unethical. As a Lake Zurich Village Board member I can tell you that they go from village to village offering –never in writing- infrastructure perks if we will not oppose them. These are conditional on keeping them confidential from other towns. The STB must have a full record of CN's attempted promises.

The CN is vindictive. The town of Mundelein lost a court case in which fines were levied for excessive track blockage. The day after they won the CN parked a long train across three intersections and sent the crew on a hour lunch break. Emergency and public safety concerns already exist. Will the STB license this behavior with an early finding without making some provision that there will be a significant monetary deterrent for future offenses?

The CN is misleading when they say these two mile long trains will travel through our crossings at 40 to 50 mph. Curves, grades, and crossing other train lines will make those speeds totally unrealistic. A public answer is required. They must prove to your satisfaction that they can perform or come up with a realistic standard.

The CN will be operating on almost exclusively a single track line. Mechanical failure, track or roadbed damage can cause massive road delays as well as a Metra standstill if the CN blocks their tracks. Construction of two tracks or sufficient sidings to allow for the break up and unclogging of roads and tracks needs to be considered before any decision is made.

Lake Zurich has an industrial park as I presume many other communities have. Short haul service that has been provided by the EJ&E is needed to continue. CN's southern Wisconsin record shows the elimination of short haul service, barring short haul providers from their tracks and causing industry to go to truck and barge deliveries to Milwaukee. A written promise to provide service needs to be a part of any agreement before a final decision can be given.

The CN has been evasive refusing to talk about implications past three years. Everyone needs to know projections through 2020 and the ultimate projected capacity of the rail service.

I could go on, but I won't. I just ask that the STB follow a conservative careful approach in this matter. Please flesh out the scoping study, investigate thoroughly, and refuse to act until the CN provides full disclosure. Be transparent with the public. Show the public patience, propriety, and an impartiality generated by the elimination of any appearance that politics or any politician influenced your decision. That takes time. Please take it.

Thank you for your consideration;

