

Sept 2, 2008

Surface Transportation Board
Phillis Johnson-Ball
395 E Street
Washington, DC 20423

Ref : STB Finance Docket # 35087
Ms. Johnson Ball

On August 20th, 2008, I attended a rally in Frankfort, IL to get as much information as possible regarding the CN acquisition of the EJ&E Railroad. I live within a block of the tracks at 116th Ave, just north of a new school that I was asked to pay more taxes for. The reason I paid the extra tax was to insure a good quality district, even though I won't be using the school. I moved to Frankfort 6 years ago from the southeast side of the Chicago area. We had trains there, where CN is now. There are many overpasses and many of the homes are 60 or more years old. Many of these people moved in when the trains were running as much as they are today. So they accepted it as a standard of being able to buy an inexpensive property.

That's not the case with Frankfort and the other outer communities. It is just another way Chicago and Cook County try and push their problems on others. I worked very hard over the last 20 years to be able to afford this area. Everything I have is in my house. If this goes through, people will leave all along the line. 400% increase in train traffic is unacceptable. If CN is saying now that they will increase traffic from 6 trains a day to 40, you know there will be more. Once that happens, there will be no one to stop them, Who would you complain to and why would they help you. It's already done.

In this state, nothing can get done. We have Democratic governor, legislators, senators congressman and still they can't agree on anything. Enough is enough.

Here are some of the things that CN will cause if they get their hands on this railroad.

Negative effects on Quality of Life:

- Property values will decrease (do you live next to a train track)
- Emergency vehicles will experience delays (what if it is your parent or child)
- School safety (one block away, would you let your child cross a track that would get 40 + trains a day)
- Train accidents (law of averages says one will happen, the tracks are too close to many homes)
- Hazardous materials(right now its almost all coal cars going to the mills in Indiana)
- More pollution from diesel engines idling (would you want to smell that every day 40+ times)

CN Economic benefits they want you to think :

- 80 towns will get train relief, when in fact other trains will fill in the void and everyone will get more trains
- There is no evidence that any jobs will be created. Trains just pass through and no railyards are being built
- Increase in interstate commerce only puts profit in CN and there is nothing for the local communities
- CN wants local government to pay for improvements costing millions of dollars that no one has. We will not raise our taxes to build overpasses when education funding in Illinois is so bad
- If CN takes this line, there will be no Star Line which is intended to bring people from the low income south suburbs to higher paying jobs in the west and north suburbs
- They say more trains means less trucks. How could you possibly figure that out? It's just talk with no basis of fact
- CN thinks this just affects the areas in question. IF this goes through, everyone is effected in higher taxes to pay for improvements that CN is unwilling to part with their profits.
- There are many more unsubstantiated issues that CN paints a rosy picture of. None of their employees or management lives in this area. Just ask the people at CN you are dealing with and ask them where they live.

Thank you for taking the time to hear our pleas to take a slow and informed position to review all facts and talk to the people most effected. Don't be pressured for a quick decision by CN. When they don't get the profits they want , they will back off.

Sincerely,





The Regional Answer to Canadian National

TRAC: the Regional Answer to Canadian National

Responses to Myths perpetrated by Canadian National on the takeover of the EJ&E

MYTH #1: 80 municipalities will get freight congestion relief	FACT: At a Nov. 9, 2007 meeting of local Mayors in Franklin Park, CN spokesman Jim Kvederas was forced to admit any decreases for those communities would likely be temporary. According to CREATE, rail freight traffic in Chicago will double over the next 20 years. Other railroads will quickly fill any vacancy created by CN's departure. Yet CN continues to perpetuate the myth of so-called "winner" communities and a mythical "regional benefit" from fewer trains, as deceiving communities is critical to garnering local support for this transaction.
MYTH #2: There is "regional benefit" to this transaction	FACT: No jobs will be created as Chicago will simply be a "pass through" for CN freight. Communities that have been led to believe they will see far fewer freight trains will only see a temporary benefit as other railroads will rush to fill the void created by CN train departures. This is called "bait & switch".
MYTH #3: This is critical to fostering international and interstate commerce	FACT: To get products to market 3 days faster than their American rail competitors, Canadian National will knowingly harm communities ill-suited to handle 20, 30, 40 + two-mile long freight trains per day and expect to pay little for doing so.
MYTH #4: CN is "working with" communities on mitigation options	FACT: CN is meeting with communities – not working with them. Meaningful mitigation to reduce threats to public safety, congestion and environmental impact are requested by communities and dismissed by Canadian National. CN CEO Hunter Harrison was quoted in the Chicago Tribune as stating he expects federal and state taxpayers to pay for mitigation. He also has hired a Washington, DC lobbying firm (Foley & Lardner) to seek out federal taxpayer dollars to pay for any grade crossing mitigation that <i>might</i> be forced on it by the STB. CN Vice President Jim Foote stated at a May 16 meeting of the Naperville Chamber of Commerce that CN expects to spend \$40 million on fences, quiet zone infrastructure and first responder equipment and training. Of 133 grade crossings along the 198 mile line, he stated NONE of them warranted grade separations (underpasses or overpasses). None.
MYTH #5: Communities with increased trains will experience 2 -3 additional minutes of traffic delay per hour – about the same as a long traffic light	FACT: Unsupported and false assertion. ICF International, a transportation consulting firm calculated that <i>one community will experience 5 hours, 45 minutes delay per day – up from only 10 minutes.</i> Gates down times are NOT the same as delay times as gridlock from one train can take several traffic cycles to clear.

MYTH #6: No additional trains will be added to the rails.	FACT: Rail traffic will double in Chicago the next 20 years. The growth of container traffic capacity from the Port of Prince Rupert in Canada is expected to grow from 500,000 to more than 2 million containers by 2012 when Phase 2 of that Port is operational. CN serves as the sole freight rail line from Prince Rupert to all of North America. There is no prohibition against CN adding trains to this line once this transaction is approved by the STB – no prohibitions.
MYTH #7: Metra and the proposed Star Line are not adversely impacted	FACT: CN will have neither a legal obligation nor a commercial incentive to cooperate with Metra after the takeover. Coordinating its freight movement with 10 Metra intersections will delay commuters regularly. As stated in the July 10 edition of <i>U.S. Federal News</i> , Metra told Members of Congress that it has still received no assurances from CN about accommodating new and expanded Metra operations even as CN claims it has negotiated in good faith with Metra officials.
MYTH #8: CN is a safe railroad	FACT: CN remains under fire in Canada. In 2005, its government found 54% of locomotives, 50% of train brakes, and 26% of crossings defective. A 2007 report by the Canadian Parliament found a “disconnect on safety issues between management and front-line workers.” That report also highlighted what company employees call “a culture of fear” when it comes to reporting safety-related problems.
MYTH #9: More trains (less trucks) are good for the environment	FACT: Unsubstantiated. Massive vehicle gridlock at many of the 133 grade crossings waiting for 20, 30, 40+ 2-mile trains per day to pass will negatively impact air quality in the Chicago area. Overall air quality, and the impact of a single spill on Chicago’s shallow aquifer system and groundwater or conservation areas will not be part of the STB review. CN failed to act aggressively to confine a devastating \$130 million spill in Wabamun, Canada – preferring to focus on fixing its tracks.
MYTH #10: This transaction will achieve some of the goals of CREATE in managing Chicago’s regional freight congestion	FACT: The congressionally authorized and funded CREATE project has stalled for lack of <i>full</i> funding but remains the region’s planned freight congestion solution. CN will now establish a competitive rail corridor and any federal funds it secures for mitigation along the EJ&E will rob resources that could have advanced CREATE.
MYTH #11: A few resisting NIMBY locals should be overridden for regional and national interests	FACT: The takeover will have impacts beyond the justified concerns of locals. U.S. ports will lose business and jobs as CN lures Intermodal shipping traffic to Canada, and, container security may be degraded.

Written Comments Should be Addressed By September 30 To:

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**Visit www.frankforttrainstop.com or
www.fightrailcongestion.com for additional information**