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13076

To
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cc

Subject
I VOICE MY OPPOSITION!

As a resident of the New Lenox/Joliet area, I believe our communities will be negatively impacted with the increased number of trains that will result from the \$300 million purchase of the EJ and E railroad from US Steel Corp by the Canadian National Railway. You should take a few minutes now to help flood the STB with e-mails, letters or phone calls in opposition to the impending acquisition. We can only hope the STB will deny the approval unless time runs out and US Steel retracts the offer or possibly that the Metra develops a sudden interest in buying the railway instead.

With STB's approval of this purchase, the number of trains will increase dramatically and may exceed 30 per day. The length of these trains may extend 2 to 3 miles causing over 20 minute blocked crossing delays.

More noise!
More pollution!

Delayed response times to all emergency vehicles
Delays daily going to work, catching the Metra, going to school and the return trip as well.
Increased accidents as result of the higher volume of rail traffic - risks to pedestrians, occupants of automobiles & trucks and bicyclists
No accommodations foreseen from CN for Metra's future STAR commuter line which jeopardizes the suburban rail expansion
Degradation of the rails and rail beds will be faster and more extensive from more trains, trains moving faster with more vibration & heavier loads.
This accelerated activity combined with CN's history of defective locomotives, braking systems, crossings and safety related problems (report issued by Canadian Government), does not require a technical analyst to realize there has been no evidence to support any change in their procedures, and no incentive for CN to behave any different running trains through our neighborhoods than those in their homeland of Canada.
Higher risks of derailments of more hazardous materials coming through our area from different parts of the country and some day different countries as well that don't want it by them.

CN could economically transport tons of this waste from containers in ships entering the Canadian port or the Great Lakes and take it to Morris. CN owns a whole network of rail lines throughout the Midwest and its not a far stretch that they could be selected by our government's DOE to move this hazardous material.

CN is unwilling to foot the bill for a lions share of the necessary mitigation measures (only \$40 million of what is estimated to be \$1650 million to build over and under passes), however they will gladly exploit the profit making opportunity of bringing foreign goods shipped to their Port of Prince here into our country and bringing them by rail through our communities.

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