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519 Aberdeen Road
Frankfort, IL 60423
August 25, 2008

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

Dear Mr. Johnson-Ball:

I am writing to express my extreme concern over the proposed sale of the Elgin Joliet and Eastern Railroad to the Canadian National Railroad. My major concern is that this sale will create unacceptable environmental and safety problems for the taxpayers of my town, Frankfort, and for the people of the many other towns directly affected by this purchase. And these problems are going to be created for American taxpayers by a Canadian railroad whose sole reason for making this purchase is to increase its own profitability. While making a profit is not an unexpected goal for CN, it seems to me that American taxpayers should not be asked to foot the bill for the mitigation that should be done to protect our safety, and the safety of our environment. The DEIS has identified 15 grade crossings, out of the total of 133 on this route, that need mitigation. The estimated cost to mitigate 15 grade crossings is \$525 Million. However, CN has offered to pay a mere \$40 Million, even for those few. I note that CN's profit last year was \$2 Billion.

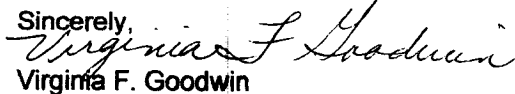
Living in Frankfort near one of our town's 6 grade level crossings, I have many safety and environmental concerns, especially since neither CN nor the TSB is proposing to mitigate any of these 6 crossings. Two-mile-long trains, like the ones that CN has said they are planning to foist on us, create severe safety issues. These trains take nearly a mile to stop. In my town that means that in an emergency a CN train could blow through 3 grade crossing intersections before it could stop. And that has the potential to happen 28 times a day in Frankfort if CN is allowed to have its way. Consider the implications for hitting a school bus at even one of the 133 grade crossings. Sadly, the Chicago area has already experienced such a tragedy. Consider the implications for damage to the environment, and to the health of our citizens, if such a train were to spill its cargo of hazardous materials. I live two tenths of a mile from such a grade crossing. I don't even want to think about what could happen to me, my family, and my neighbors if there were a hazardous materials spill.

Even the Canadian government is very critical of CN's safety record, making safety a vital issue for the STB to consider. Therefore I do not understand why currently the DEIS suggests that it would be appropriate for CN to pay between 5 and 50% of grade separation costs for the 15 crossings it has identified as in need of mitigation. Considering the potential for serious damage to the environment and to public health, why is CN not being required to pay the entire bill?—and not just for those particular grade crossings, but for all of the ones that need it on this route? Their offer of \$40 Million is ludicrous. That amount pays for one underpass. If, for example, 33 of the grade crossings, or 25% of them, necessitated mitigation, the cost would be \$1.65 Billion, less than their profit of \$2 Billion for 2007.

Require CN to use its resources to properly address these environmental and safety issues, or deny their request to buy the EJ&E.

The headline on the front page of the August 12 Chicago Tribune had it right: "Monster Trains Coming Down the Tracks. . . ." The CREATE program, not CN, deserves our support and our government funding.

Thank you for your time and attention.

Sincerely,

Virginia F. Goodwin

Monday, August 25, 2008 AOL: BillGinnyGoodwin