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September 8, 2008

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Ms. Phyllis Johnson-Ball
Surface Transportation Board
395 East Street, S.W.
Washington, DC 20423

Re: STV Finance Docket No: 35087

Dear Ms. Johnson-Ball:

I am a resident of New Lenox, Illinois. My home address is 1706 Stonebridge Court, New Lenox, Illinois 60451. I live south of the railroad lines that are the subject of your coming hearing, referenced above. I have three children living at home; two go to school north of the two sets of railroad tracks that cross New Lenox from east to west.

The New Lenox area is growing rapidly, and like any growing area, has a number of transportation problems. One problem, which at the present time is not major, is that there are no overpasses or underpasses at the railroad crossings that go east to west.

I am told that if Canadian National Railroad is allowed to purchase the Elgin Joliet Railway and its lines that go through New Lenox, that the number of trains per day will increase dramatically, as will the length of time it will take each train to pass through each crossing. This will cause stress on all who live or work in the Village, and one nearby services, and will place ambulance service and fire department service at a large disadvantage. Without underpasses or overpasses at the railroad crossings, one can expect real and potentially serious hardships.

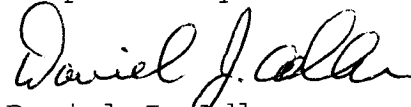
I read in the media that the Surface Transportation Board routinely allows purchases such as the one at hand. Although I am not familiar with your policies, I trust that hardships such as would happen to a community such as New Lenox is important to any consideration you will give to this matter. I trust that each matter before the Board is handled individually, and that the Surface Transportation Board would not "carry on business as usual", as occurred with FEMA during the hurricane disaster in New Orleans a few years ago. Allowing the merger without requiring overpasses and underpasses at a substantial number of crossings in New Lenox would put lives in jeopardy and cause undue hardship and financial strain to almost all of the residents in this area.

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I understand that this merger would help some communities north of our area, in Chicagoland. I believe underpasses and overpasses for them would be appropriate if the delays at the crossings were to increase or are, at present, too much of a hardship.

I believe the real issue here is who should bear the economic brunt of what Canadian National Railroad wants to do. Should it be the railroad, which stands to gain financially for a long period of time; or should the community, which will have little direct financial gain, pay with the stress, delays, and potential dangers? I believe your board has an important issue to address, and that is what is best for this Country as a whole. Should its citizens, who in general work hard and long hours both at work and in attempting to get to and from work, bear the stresses, inconveniences and potential dangers created by said transportation, or should the railroads themselves, when they increase railroad traffic, shoulder the burden. Although the costs is substantial, as adding 4 or 6 railroad overpasses or underpasses in New Lenox, it is the best thing for not only its citizens but for the citizens of this Country as a whole.

Respectfully submitted,



Daniel J. Adler

cc: Mayor and Trustees, Village of New Lenox