

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

In Re: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

I am writing to you in regard to the above referenced Docket Number 35087 regarding the increase of train traffic along the Frankfort Illinois train tracks.

As a homeowner whose home is directly next to the tracks, I am concerned with the impact that the increase in traffic will have on the value of my home. This increase in noise and vibration will certainly bring the value of my home down. It is a fact that rail traffic will double in Chicago in the next 20 years. When Phase 2 of the Port of Prince Rupert in Canada becomes operational, there is expected to be an increase from 500,000 to more than 2 million containers that must be transported. Since Canadian National is the sole freight line serving all of North America from Prince Rupert more trains will have to be added.

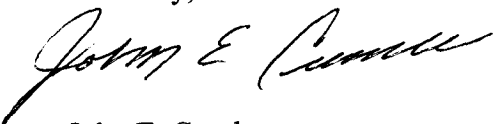
I am also concerned with the congestion that will be found on the major roads that cross the train tracks. This congestion will serve to delay daily commuters who will be forced to stop at more train crossings, it will have an affect on school buses that daily must cross these tracks, and also on ambulances that have no other way around the neighborhoods than to go across the tracks. Coordinating freight movement with 10 Metra intersections will delay commuters regularly. The gridlock that will occur while these trains are crossing, or waiting to cross the tracks will adversely affect the air quality in the Chicago area.

I am concerned with the cost that this will be to the taxpayers of this village. Are we expected to help pay for a company's expansion that is unwanted in our area? What benefit would this increase of traffic on the train line have?

Lastly, I am very concerned with the documented reputation of Canadian National. In 2005, Canada's government found 54% of locomotives, 50% of train brakes, and 26% of crossings defective. The \$130 million spill in Wabamun Canada is also of concern. Failure to aggressively contain a spill verses fixing tracks shows a lack of concern for the neighborhoods through which the tracks run.

It is my belief that this increase may be good for Canadian National, it is not good for the village of Frankfort.

Sincerely,



John E. Cumbee

