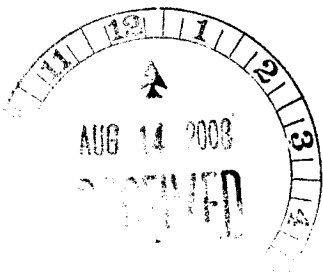


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Dennis J. Gillig

June 27, 2008



The Honorable Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E. Street SW
Washington, DC 20425-001

RE: STB Finance Docket # 35087
Canadian National Railway Company and Grand Trunk Corporation -
Control- EJ & E West Company

Dear Ms. Quinlan:

I am a resident of Wayne, IL. We have three railroads running thru our town. Frankly that in and of itself doesn't disturb me. I am a railfan and actually enjoy watching and modeling railroads. However, the current issue before you is, as they say, "over the top." Even an ardent railfan finds this excessive.

The Canadian National proposal will more than significantly alter our lives and will create several safety issues.

It is said that it takes congestion and noise away from some areas (Chicago and close in suburbs) and "merely" moves it to others. We are the "others." The areas that have current railroad problems with noise, pollution, and blocked crossing have had it for many years and people purchased property there knowing the situation. We did not. We are semi-rural and don't suddenly need a rail yard or anything similar in our backyards. We did not bargain for this.

The EJ&E currently, with some 4 trains a day, blocks Stearns Road, an EW street designed to be a cross between an expressway and a major arterial street for long periods. I know that if I find a train sitting on that crossing it will be a long time before it clears. I have sat waiting for movement for 15 minutes. Nothing moving. It then becomes a choice: 1. Sit longer, 2. Try for Army Trail and hope it isn't blocked, 3. Go to West Bartlett Road and hope it isn't blocked. Usually I reverse and go back a couple miles to Dunham and then north and then back east and get around it on West Bartlett. I realize you don't necessarily know our street patterns, but there just isn't any good way around and it is long and chancy.

Canadian National already has rails running thru Wayne EW where the EJ&E is NS. I am sure they would like to interchange at that point and the only way would be to block Stearns Road for even longer.

It is inconceivable to me that Canadian National would take over the EJ&E rails and introduce 24 trains a day. The fire and police response would be nearly nil in too many instances. IF the sale is permitted then at the very least funding should be provided from Canadian National for overpass or underpasses at several roads in the Wayne/Bartlett area. Even those would create issues which I will summarize below.

.....

interfere with emergency vehicle access to major portions of the Village and with the general motoring public in the Village.

To illustrate, there are two local highways running east and west through the Village. They are Smith Road to the south and Army Trail Road to the north. In addition, there is one county highway that runs east and west at the northern edge of the Village, Stearns Road. All three roads intersect the EJ&E rail line, which runs north and south through the entire length of the Village, at at-grade rail crossings. The distance between Smith Road and Army Trail Road is approximately 5,000 feet. Therefore, each train would simultaneously block both of the roads that run east and west through the Village. This would divert vehicular traffic to Stearns Road, which is less than 10,000 feet from Army Trail Road, and therefore, could be blocked simultaneously with Army Trail Road. Stearns Road has existing vehicle traffic levels of 10,800 average daily trips ("ADT"), Army Trail Road has existing vehicle traffic levels of 8,100 ADT, and Smith Road has existing vehicle traffic levels of 5,300 ADT. All of these levels are projected to increase in the future as a result of population growth in the region.

Clearly, the proposed changes would force Stearns Road to accept a higher level of vehicular traffic than it currently services. The blockage of one train every hour on this road would frustrate efforts by the federal and state governments, Kane County, the Village of Wayne and its surrounding sister communities to improve traffic flow in the region, through the Stearns Road Regional Bridge, which is in early stages of construction and will provide a means of carrying vehicles on Stearns Road over the Fox River.

Even more obvious, the length and frequency of trains passing through the Village would, in essence, erect a wall running north and south through the Village, cutting off its east side from its west side. This will cause severe delays for all motor vehicles attempting to pass through the Village, including school buses transporting students to Wayne Elementary School. Of great concern is that, to the extent that police, fire and paramedic responses are delayed, the impact on victims could be tragic.

5. Increased Risk of Accidents

The projected increase in the number of trains that would pass EJ&E at-grade crossings on a daily basis would result in an increased risk of accidents. Not only would the risk of accidents increase at the actual crossings, the risk of accidents would increase on other roads throughout the Village as vehicles attempt to avoid the crossings. This risk level would increase exponentially as ADT levels are projected to increase due to future population growth in the region.

6. Noise, Vibration and Air Quality (Effects on Environment and Property Values)

The increases in train frequency and tonnage will create continuous noise and vibrations. The cumulative effect of these disturbances over time could severely impact the local environment and the safety and property values of nearby homes. Furthermore, increases in motor vehicles delayed at at-grade crossings will significantly increase carbon emissions and negatively impact air quality in the Village.

7. Costs of creating Quiet Zones

Increased train traffic and related sounding of train horns may lead to the need for establishment of Quiet Zones. To fulfill Federal Railroad Administration Quiet Zone requirements, the Village must install very expensive safety improvements. The cost of this quality of life issue would fall mainly on the Village and its taxpayers.

8. Interference with suburban commuter rail service

The proposed acquisition will interfere with efforts to create suburb to suburb mobility for residents, workers and visitors in the region. For example, it directly jeopardizes the proposed Metra Suburban Transit Access Route (the "Star Line"), which is planned to utilize the same EJ&E rail lines to provide north-south commuter rail service to connect the northwest suburbs to existing Metra commuter lines.

9. Impacts on Pratt's Wayne Woods Forest Preserve

Finally, the Village notes that the Pratt's Wayne Woods Forest Preserve, owned and maintained by the Forest Preserve District of DuPage County ("Forest Preserve") is

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located on the Village's north and east borders. The open space, flora and fauna of this District Preserve have been an integral part of the quality of life of Village residents for several decades. Any potential negative impact on this District Preserve would have a corresponding negative impact on that quality of life.

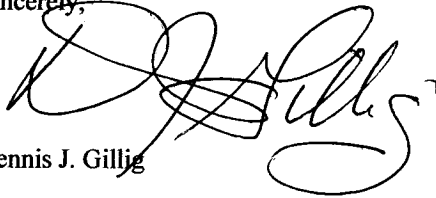
Conclusion

Sufficient time must be allowed for the complete and proper preparation of the EIS and that EIS must properly and sufficiently address the many concerns raised. The level of interest in this matter, as shown by the thousands of comments already submitted should be reason enough for the Board to require an extended period for comment. That period must consider that individuals, such as me must have time to review the EIS, obtain information from their local, state and federal officials and then prepare comments.

Anything less than 120 days is not reasonable and is not in the public interest.

Should the Surface Transportation Board approve this purchase, that approval must be coupled with requirements that the CN pay the cost of mitigating the detrimental effects that would follow. The taxpayers should not be saddled with bearing the cost of mitigation efforts made necessary by the acts of a foreign corporation.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. Gillig', with a large, stylized flourish at the end.

Dennis J. Gillig

CC: Senator Richard Durbin
Senator Barack Obama
Congressman William Foster
State Senator John Millner
State Representative Randy Ramey
Wayne Village Board