

Judith A. Cunningham
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The Honorable Phillis Johnson-Ball
Surface Transportation Board
395 E. Street SW
Washington, D C 20424-001

RE: Docket #35087

Canadian National Railway Company and Grand Trunk Corporation -Control EJ & E West Company

Dear Secretary Quinlan:

I am a resident of Frankfort, Illinois who will be impacted by the CN purchase of EJ&E Railroad. I am writing to express my concern of the negative impact the purchase will have on the environment, emergency vehicle delays, tax issues, and the quality of life that Frankfort is known for.

Before purchasing my home three years ago I did some research to see how many trains would go through my subdivision (about six a day), what the noise pollution would be like and what materials would be on those trains. I was comfortable with what I found out and bought our home. Now I come to find out that twenty-eight trains per day may be coming thorough my backyard. My first concern is how much more hazard materials will be going through my backyard where my daughter plays with her many friends, How are we supposed to cope with the noise, vibration (sometimes trains sit on the tracks for hours at a time idling), and the train whistle is blown five times per train (how can I carry on a conversation in my backyard, let alone have my windows open in the summer/who will pay for my electric bill because I will not be able to enjoy a summer breeze)? The finial Environmental Impact Statement needs to tell CN to pay for safety improvements at all crossing so that the Federal Railroad Administration will approve a quiet zone through our community. To go along with the last comment, I read that the Draft Environment Study issued by the Surface Transportation board Friday, July 25 suggests that CN pay for only 5-10 percent of the cost of overpasses and underpasses. Who but the taxpayers will have to pick up the bill for these costs? The housing market is terrible already and taxes are so high, this will only lead to more foreclosures and people having to sell their house way below market value. So why CN continues to make millions, the taxpayers will continue to struggle and lose their homes. Emergency vehicles must cross the tracks on a regular basis to get from one side of town to the other. What will happen when twenty-eight trains go through our small town? Who will explain to the homeowner when their house is on fire, or when a loved one is sick, that the emergency vehicles where held up by the train, or the response time is longer because they had to go around the trains?

I am all for progress but not at the cost of so many other factors. People in my community may lose their businesses, our tracks have not received repairs in over 25 years, taxes may increase and foreclosures will continue to rise, emergency vehicles response times could be effected, noise pollution, more train whistles, trains sitting idle for hours, more hazard materials running through our backyards where our children play, three schools are close to the tracks, and lets not forget the safety factor when the CN trains will be running at 45 miles an hour and as of now they only run 15 - 25 miles an hour. Please make sure that the finial Environment Impact Study is based on projections reaching into the year 2030 when the estimates of Frankfort's population could reach 55,000. We are counting on you to help all the people that are being affected by this sale so that our way of life that we have worked very hard to maintain will not be lost by the sound of trains.

Respectfully,

Judith A. Cunningham

