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Phillis Johnson-Ball
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-001

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

Dear Phillis Johnson-Ball:

I am a resident of Frankfort, Illinois who will be significantly impacted by the CN purchase of EJ&E Railroad. I am writing to express my absolute shock and dissatisfaction that the transportation board would consider allowing such a purchase to happen. The negative impact to communities and individual home-owners along the EJ&E must be addressed.

My family and I have lived in Frankfort for the past 10 years. We were fortunate enough to be able to save money for a down payment and find a beautiful home in a town with an excellent school district. Thinking of the future and well-being of our family we carefully selected Frankfort, Illinois as our choice to raise our children. We purchased our home knowing that there was a rail line nearby, but I also knew that there were only about six trains that ran on it per day.

CN is proposing to increase the number of trains to twenty-eight per day. These trains are expected to be much longer, heavier and carry more toxins than the current train traffic. That's just too much and I can't believe that your Environmental Impact Study does not address exactly how my family is supposed to cope with the increase in noise, vibration, pollution, inconvenience and financial impact that the increase in trains will bring. We can live with the whistles and vibrations from six trains a day through Frankfort, but if we are going to get a train every hour 24 hours a day what kind of impact will this have on my family's well-being? What kind of impact will this have on the physical structure of our house and resale value? The impact to communities already established along the EJ&E will be devastating.

The final Environmental Impact Statement needs to address the impact on these communities. This statement needs to strongly stress the need for safety improvements, quiet zones, and noise barriers. There will be permanent damage to home foundations and public utilities as a result of the ground shaking vibration caused by these trains – who will be responsible for this damage?

Respectfully,


James G. Bradshaw