

August 23, 2008

Ms. Phillis Johnson-Ball
STB Finance Docket No 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Dear Ms. Johnson-Ball:

I am a resident of Frankfort Illinois and live approximately one mile south of the EJ&E rail line. The proposed acquisition by Canadian National will have a devastating impact on our community and our citizen's way of life. This issue goes beyond residents who live near the EJ&E rail line.

While I am all for relieving rail congestion in the inner suburbs of Chicago and commerce, the proposed purchase of the EJ&E rail line just moves an existing problem to Chicago's outer suburbs, which is less equipped to handle the proposed volume. The EJ&E rail line is a regional rail line and does not have the infrastructure in place to support 28 trains day that will be 2 miles long compared to the 6 trains a day that are a quarter mile long. That is a 400% increase in rail traffic. Canadian National, a foreign for-profit company, wants to run this type of volume on the EJ&E rail line and only pay \$40 million of the \$1 billion of needed improvements to support this type of rail traffic. This in no way should be allowed.

A Draft Environmental Impact Statement (DEIS) required by the Surface Transportation Board noted a detrimental effect to not only to Frankfort, but many communities along the EJ&E line. The rail car volume proposed by Canadian National will lead to increased traffic congestion in the outer suburbs of Chicago impacting commute times, economic growth, as well as having an environmental impact from increased vehicle emissions. It also poses a grave danger to public safety since emergency responders will be severely delayed to reach residents. The transportation of hazardous materials through highly populated communities has not been an addressed by the DEIS or Canadian National.

The quality of life of so many communities along the EJ&E rail line should far out way the need for a company's two day improvement to get its goods to market in order to outperform its U.S. competitors. There are other alternatives that have been proposed that would have less of impact. If Canadian National was required to pay for improvements to the EJ&E rail line, I am sure they would look at longer term alternatives that would benefit all U.S. citizens.

I strongly oppose the acquisition based on the volume and length of rail traffic. If the STB does decide to approve it, I implore you to require the much needed mitigation for all communities impacted and have CN pay for the entire cost. The EJ&E rail line as it exists today does not have a history as a major rail corridor; it should not be turned into a rail yard through so many vibrant communities. Thank you for your consideration.

Sam Dendrinis 
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