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The Honorable Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-001

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

Dear Ms. Quinlan,

Most of us moved to the western suburbs to avoid the industrialization and congestion of the city. Now, Canadian National Railway wants to increase its bottom line by using EJ&E tracks to move its trains through our communities. This will prove to be more than annoying, it will be dangerous:

Chemical Week, February 19, 2003: A CN train carrying formaldehyde, hydrochloric acid, methanol, and vinyl chloride derailed on February 9 at Tamaroa, Illinois, prompting the evacuation of approximately 1,000 people.

Planet Ark, March 9, 2008: The federal government has laid three charges against Canadian National Railway over a 2005 spill into a lake near Edmonton, Alberta, and for not telling officials that hazardous chemicals spilled into the popular lake.

The new District 204 Matea Valley High School property abuts the EJ&E tracks, as do the back yards of many subdivisions. What happens if a spill occurs? Most streets crossing the tracks will be blocked by the train and impassable, hindering the movement of emergency vehicles. What has been the response from CN concerning improvements at crossings?

Naperville Sun, May 18, 2008: "We have looked at the route, have looked at each and every crossing, and we don't see any crossing that would require any grade separation," said Jim Foote, executive vice president of CN.

Chicago Tribune, April 22, 2008: "Maybe some of the citizens of the western suburbs will have to learn to deal with change," said CN president and CEO E. Hunter Harrison.

Those smug, arrogant responses to legitimate issues demonstrates the total lack of concern on the part of CN officials over the certain deterioration in quality-of-life for tens of thousands (hundreds of thousands?) affected residents. Apparently dangerous spills, traffic congestion, noise, pollution, and curtailed movement of emergency vehicles doesn't mean much compared to CN profits. If the railroad is not capable of scheduling the movement of its trains over existing routes, perhaps the federal government should assume that responsibility as it does with airplanes at congested airports.

Yours truly,

