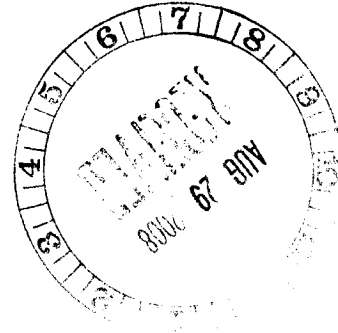


7N027 Brewster Creek Circle
Wayne, IL 60184
August 22, 2008

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



RE: STB Finance Docket No. 35087
Canadian National Railway Company and
Grand Trunk Corporation - Control - EJ & E West Company

Dear Ms. Quinlan:

I am a resident of the Village of Wayne, Illinois, through which the EJ & E rail line extends. I wish to state my strong objection to the proposed purchase of the EJ & E West Company by the Canadian National Railway.

The impacts of this proposed transaction are quite numerous, all of which must be taken into account in the preparation of any Environmental Impact Statement or EIS. These impacts include the effect on emergency responses by the Police and Fire Departments, severe and substantial delays to traffic in general, the increased risk of hazardous material spills (which is of special concern in that all residences and businesses in Wayne are served only by private wells and septic systems), the severe disruption of school bus routes and schedules, the substantial increase in noise and vibration from the increased number and length of trains, and the degradation of air quality and the negative impacts on the Pratt's Wayne Woods Forest Preserve. In general, these impacts would lower the quality of life and property values in the Village and in particular would create potentially deadly effects on residents if police, fire and paramedic responses were delayed and/or our sole source of water is contaminated.

Among my specific concerns are the following:

1. 555% Increase in Daily Number of Trains Traveling Through the Village /
Emergency Vehicle Delays

The proposed acquisition by CN would shift a significant amount of freight train traffic that currently moves over CN's rail lines in the City of Chicago to sections of the EJ&E rail line that moves through the Village. Specifically, the proposed acquisition would increase the average number of trains that move through the Village from the current rate of 4.4 trains per day to 24.4 trains per day. This means that a freight train will pass through the Village every hour, 24 hours per day. The increased noise will become, at best, an ever present nuisance and at worst, a potential health hazard. In addition, this will cause severe delays for all motor vehicles attempting to pass through the Village,

including school buses transporting students to Wayne Elementary School. Most importantly, it will have a potentially lethal impact on victims of traffic accidents, emergency medical incidents, criminal activity and other emergencies by delaying Police, Fire and EMS response times.

2. 1,285% Increase in Daily Gross Tons of Freight Traveling Through the Village

The proposed acquisition would increase the gross tons of freight that moves through the Village from the current rate of 14,397 tons per day to 184,969 tons per day. This is an increase of 170,572 tons per day. The increased tonnage combined with the increased volume of trains will create strong and persistent vibrations that will constitute a nuisance and a danger to homes and other buildings near the EJ&E rail line.

3. 1,258% Increase in Daily Carloads of Hazardous Materials Traveling Through the Village

The proposed acquisition would increase the daily carloads of hazardous material that moves through the Village from 21.1 carloads per day to 265.5 carloads per day. This is an increase of 244.4 carloads per day. This is a critical issue as the sole source of water to all residents and businesses in the Village is from private wells. In addition, any potential accidents would have disastrous consequences because the rail line runs next to residential areas and is less than one mile from the Wayne Elementary School.

4. Interference with the Emergency Vehicles and Traffic Generally

CN projects that the average length of trains passing through the Village will be 8,000 to 10,000 feet in length. As previously stated, the proposed acquisition would increase the average number of trains that move through the Village from the current rate of 4.4 trains per day to 24.4 trains per day. Such frequency and length of trains would severely 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.

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

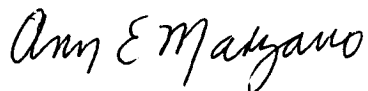
Finally, the Village notes that the Pratt's Wayne Woods Forest Preserve, owned and maintained by the Forest Preserve District of DuPage County ("Forest Preserve") is located on the Village's north and east borders. The open space, flora and fauna of this District Preserve have been an integral part of 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.

Very truly yours,

A handwritten signature in cursive script, reading "Ann E Marzano".

Ann E. Marzano