



THE MACOM CORPORATION

02573.021408. LEHMAN. BUS. 60564. O.A.

February 14, 2008

Phillis Johnson-Ball, Section of Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington, D.C. 20423

Dear Ms. Johnson-Ball:

RE: **Finance Docket NO. 35087**

I have severe concerns over **Finance Docket No. 35087**, CN's acquisition of the EJ&E railroad lines for planned construction and increased operations in the suburbs west and south of Chicago, include the following:

ECONOMIC: The changing of a small scale railroad line into the major north-south arterial between Canada and the Gulf of Mexico is the equivalent of changing a local residential street into an Interstate Highway. The Federal Government requires the construction of sound barriers and sound attenuation for construction of such a Highway. Why are sound barriers not required for the installation of an arterial rail roadway? We estimate the economic damage to just our privately held company in excess of \$25,000,000. Why are we, a small company, to shoulder this extreme amount of damage for the good of U.S. rail traffic efficiency?

NOISE: The increased amount of traffic --- day-in and day-out --- will cause extreme hardship to residents along the entire length of the railroad, due to the increased volume of traffic. Will the Canadian National be required to make the line a "Noise-Free" Zone? A passing siding is adjacent to the length of our property. The increased rail traffic will drastically increase the number of trains and the amount of time that those trains sit on the siding, engines running, waiting for a passing train. Then, there will be the increased engine noise of accelerating the stopped train when leaving the rail siding. What is being required by our government for noise abatement?

AIR POLLUTION: The diesel locomotives will be sitting idling on the siding for increased amounts of time. What is being planned for air pollution control?

Phillis Johnson-Ball, Section of Environmental Analysis
Surface Transportation Board
February 14, 2008
Page 2

CONSTRUCTION IMPACTS: What is being done about water pollution run-off from the increased rail traffic and increased idling of the locomotives on passing sidings?

AUTOMOTIVE TRAFFIC: The quadrupling of rail traffic, along with longer trains, will severely impact most rail crossings in the area, since most are grade-crossings. What is being done to provide grade separations at many crossings? If this is a financial benefit for rail traffic in the Midwest, what is the U.S. government providing for the negatively effected citizens and businesses in order to provide economic gain for the country and a few large corporations? With 25 freight trains each taking 5 minutes to pass a grade crossing, over 2 hours of waiting occurs each 24 hour period.

SAFETY: The increased rail traffic will have many negative safety impacts, including an increase in at-grade crossing accident probability and an increase in transport of hazardous materials and the potential for derailment.

I ask that the STB condition the proposed transaction on: a) the institution of a quiet zone through Naperville and Aurora; b) construction of sound walls to shield residents from the noise and visual impact of the added trains, especially along a "passing siding", and c) CN construction of grade separations at Ogden Avenue (Route 34) in Aurora; at 95th Street and 111th Street in Naperville; and at 119th Street, 143rd Street and Renwick Road in Plainfield.

I understand that the board will prepare an Environmental Impact Statement (EIS) for the acquisition; I look forward to the opportunity to review this document.

Sincerely,



Paul J. Lehman
President

Surface Transportation Board

CN-EJ&B EIS - FD-35087

Log and Distribution

Date Recd. _____

HDR File No. _____

Scanned (initial) _____

STABCTB _____

Cc: Original - Job File

PR