

September 20, 2008

Patrick T. Munnelyn
2542 Cattleman Drive
New Lenox, IL 60451

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

REF: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

As a concerned citizen of the Township of New Lenox, IL, resident of Will county, IL, proud parent of a current student in NLSD 122 school district and future student in the Lincoln Way Community High School District 210, I write this letter to you today to voice my opinion on the potential acquisition of the Elgin, Joliet and Eastern West Company (EJ&E) by Canadian National Railway Company and Grand Trunk Corporation (CN).

CN has stated that the primary purposes and benefits for this acquisition are to:

- Improve operations in and beyond the Chicago area by providing a continuous rail route around the city.
- Consolidate all railcar classification work in CN owned yards
- Provide access to customers located on EJ&E including steel chemical, petrochemical and utility industries

While I do not pretend to know the true financial benefits to the greater Chicagoland area, U.S companies or foreign corporations, that this acquisition may provide, I assume that there are some for those businesses that transport their goods via rail lines through this area. What we do know is that CN will benefit from this purchase and a company that currently has a 25% profit margin (\$2 billion profit against \$8 billion in sales) will increase their bottom line with only a small percentage of their profits (15%, \$300M) needed to complete this acquisition. We also know that the communities affected by this acquisition will incur a major economic burden.

The basic facts of this acquisition that will affect the community are as follows:

- With the CN acquisition, rail traffic will increase 400% to 25 to 30 trains per day from 4 to 6 trains per day. This will be an average of 1 to 2 trains per hour.
- With this acquisition the type of rail traffic will change from Class II regional rail traffic to Class I superhighway rail traffic thus increasing train speeds, train length, and number of hazardous materials.

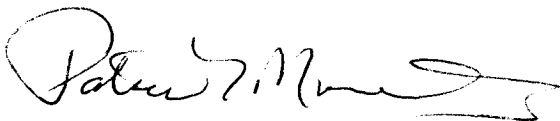
To reduce the affects on the communities a significant investment is required to mitigate the environmental issues (including hazard material preparedness, highway safety, noise, etc.) that will be caused by this acquisition.

Based on a clear lack of concern for the communities that will be affected, CN has proposed less than 13% (\$40M) of the purchase price in environmental mitigation. In order to ensure these environmental issues are taken care of the affected communities have provided an estimate showing that at least two times the purchase price (\$600M) will be required for mitigation. CN has stated that the local, state, and federal governments should pay for any mitigation beyond their proposed amount. This will place an undue financial burden on communities that will see minimal to no benefits from this acquisition.

In my community of New Lenox, the 5 major North-South roads are all at-grade crossings within 5 miles of each other. There are 10 schools that are less than 2 miles from the railway including Lincoln Way West High School that is less than ¼ mile away. Additional concerns are that there is only 1 fire station south of the railway and no hospital or urgent care centers. This community is expected to increase to greater than 100,000 residents in less than 20 years with the majority if not all of this growth south of the EJ&E railway. When considering a 3-mile long train crossing through our community every hour, there will be no North/South traffic for 15 to 20 minutes. This will cause huge delays during peak hours (7a to 9a and 2p to 6p) for a largely commuter based community as well as impair the prompt efficient operation of safety vehicles. Therefore the economic impact to New Lenox will be significant to minimize the impact of this acquisition to current and future residents. None of these facts were considered nor included in the Draft Environmental Impact Statement (EIS).

While I am against the acquisition, the fact remains that if this acquisition is allowed to occur, the STB should add additional mitigation requirements into the Final EIS to properly place the cost burden on the party that will reap the economic benefit, Canadian National Railway and Grand Trunk Company. These mitigation requirements should include additional underpasses/overpasses across all affected communities, additional noise abatement, "quiet times" when no rail traffic will occur (such as school bus traffic hours), and hazardous material support.

Sincerely



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