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(7)

July 23, 2008

Ms. Victoria Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

RE: Docket # 35087, CN Purchase of the EJ&E

Dear Ms. Rutson:

As a resident of a community that will be greatly harmed by the number of freight trains that would operate through the region if Canadian National Railway (CN) is allowed to purchase the EJ&E rail line, I urge you to do everything in your power to ensure that the interests of the residents of our region are protected against the negative impacts of this acquisition.

It is my understanding that the Draft Environmental Impact Study (DEIS) on this transaction will be released shortly. This document will let the region know what we can expect in the way of public protection from your agency. I am very concerned that my community will be facing significant issues related to public safety, environment, traffic gridlock, emergency response times, and economic losses if this acquisition is approved. None of these issues are being adequately dealt with by the CN, which is why I am asking you to fully address these issues in the EIS.

Additionally, in finalizing the DEIS, please ensure the following two issues are fully and adequately addressed:

- CN's unwillingness to provide freight traffic projections beyond three years (a cut off that precedes the Phase 2 expansion of the major new port served by CN – the Port of Prince Rupert in western Canada). CN needs to provide capacity data and operational projections to 2020, at the very least. If the American Association of Railroads can demand taxpayer investments in rail infrastructure to accommodate a projected growth in rail freight of 88% by 2035, it is inconceivable that the CN cannot quantify its own long-range business projections involving the EJ&E.
- Due to the significance of the potential impacts to our communities and region, we must ask for a longer review period than 45 days to respond to the DEIS. Communities need 120 days for a due diligence review that can adequately examine the data used to arrive at the conclusions and to respond to the study's findings.

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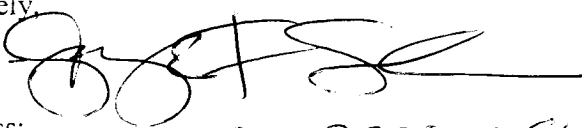
Additional Comments:

THERE ARE SO MANY NEGATIVES TO THIS DEAL -
I FAIL TO SEE ANY POSITIVES TO THE CONSUMPTION OF
THIS ACQUISITION. THE FINANCIAL BURDENS
THAT WILL BE ON THE CONSTITUENTS, E.G. PAYING
FOR OVERPASSES OF THE RAIL CROSSINGS IS TOTALLY
UNFAIR. IF CN WANTS THIS DEAL TO GO FORWARD,
THEY SHOULD ABSORB / BE RESPONSIBLE FOR
ALL COSTS ASSOCIATED WITH MAKING THE 113
CROSSINGS SAFE AND ELIMINATING ANY INCON-
VENIENCES TO THE CONSTITUENTS. IF THIS
ACQUISITION ^{ADDED TRAFFIC,} IMPACTS / ^{PROPOSED} ELIMINATES THE SPANZ
COMMUTER LINE, I CAN'T SEE THE CN ACQUISITION
BENEFITS OUTWEIGHING THE BENEFITS OF
A NORTH / SOUTH COMMUTER LINE TO CHARGE!

Thank you for your consideration of my request. 

Sincerely,

Name:



(GEORGE F. SALEM)

Address:

1295 CRANBROOK CIRCLE
AURORA, IL 60002