

September 10, 2008

To Whom It May Concern:

This letter is to state our OPPOSITION to the Canadian National acquisition of EJ&E railway. It flabbergasts me that: (a) a transaction so clearly detrimental to community members can pass; (b) we are relying on antiquated laws to help protect our community; (c) the environmental impact study does NOT take into account the residents or long-term impact; (d) we can let a foreign company come in & blatantly disregard the needs of US citizens (e.g. if worst case scenario the transaction passes, it appears NO financial support or otherwise is being offered to our citizens.

Below is a summary of the DETRIMENTAL ISSUES that result from this transaction:

- **Emergency Vehicle Delays** – The train tracks are en route of our personal residence, as well as several of the SCHOOLS in the area. This means that the students and citizens in these locations will not have optimal access to emergency assistance. Moreover, it appears there has been NO effort on CN's part to provide funding to build infrastructure to ensure such assistance would be in place should the transaction happen (e.g. additional fire stations, etc.); thus putting a safety AND financial burden on community members.
- **Safety Issues** – The final Environmental Impact Statement needs to include recommendations for the CN to pay for safety improvements at all Frankfort crossings.
- **Environmental Impact** – The nine residential subdivisions adjacent to the EJ&E along with three of our schools, churches, and retreat area are of most concern environmentally. Excessive noise and the length of time trains idle in the area causing smoke and fumes from the diesels are contributing factors that affect the environmental issues. Imagine twenty-eight vs. six trains and the affect to the environment. Where is this addressed within the study???
- **Noise, Vibration, Pollution** – Our purpose to relocating to Frankfort was the peace and quite it afforded. Knowing that the current train schedule was approximately six times per day was acceptable. The current proposal to twenty-eight times per day would increase noise, vibration, pollution, and the inconvenience of accessibility to areas within Frankfort.
- **Traffic Projections** – It appears that the traffic projections were based on 2015 – The Northeastern Illinois Planning Commission estimates that Frankfort would reach 55,000 by 2030. These figures are the true projections that should have been used.

It is our desire that the above issues be seriously taken.

Respectfully,



Lorraine M. Martenson

H. Time (in-law) at:

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