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September 8, 2008

The Honorable Anne K. Quinlan, Acting Secretary
Surface Transportation Board
395 E. Street SW
Washington, DC 20423-001

Docket # 35087
Canadian National Railway Company and Grand Trunk Corporation - Control-
EJ & E West Company

Dear Ms. Quinlan,

The CN projects rail traffic to increase from 15.7 to 42.3 trains per day on the rail segment that runs along Naperville's western boundary. This increased train traffic presents significant challenges to the quality of life of our residents and businesses. Until the following concerns are addressed, I oppose the CN as currently structured:

- Traffic Congestion: At-grade crossings along the EJ & E are strategic links within the region for the movement of residents, employees and goods. US Route 34 (Ogden Avenue) is a major state highway linking several communities and carrying approximately 45,000 vehicles each day. The increase in train traffic will only increase delay, congestion, and emissions at this intersection unless the CN is forced to grade separate the highest volume crossings along the line.
- STAR Line: Communities have invested millions of dollars in support of the STAR Line commuter rail service which will decrease congestion in the region through intersuburban commuter rail. The CN acquisition should not impact the future of the STAR Line from a cost or feasibility perspective.
- Increased Train Traffic Noise: I am very concerned for the noise impacts based on increased train traffic. This includes engine noise and surface vibration. The city is also in the process of establishing a quiet zone and does not want to see the quiet zone status at risk due to this transaction.
- Potential Costs to Communities and the State of Illinois: As currently proposed, communities will face enormous costs to offset the impacts of the increase in train traffic. The regions businesses and residents should not shoulder the costs of CN's operational efficiency.
- Increased Frequency of Hazardous Material Hauling: CN's estimate of 43 carloads per day growing to 380 carloads per day is a serious concern. The STB must ensure that the CN's safety programs can effectively manage any hazardous materials issues.

The impacts to residents and businesses along the EJ & E line are real and should not be dismissed through the consideration of this transaction. Please consider these concerns as a letter of opposition to the CN acquisition of the EJ & E as currently structured.

Sincerely,

Michelle L'Esperance Skrypek