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Phillis Johnson-Ball
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

To whom it may concern:

We are residents of Frankfort, Illinois who will be impacted by the CN purchase of EJ&E Railroad. We are writing to express some of our concerns over the draft Environmental Impact Statement.

We purchased our home knowing that there was a rail line nearby, but also knew that there were only about six trains that ran on it per day. We occasionally get woken up in the middle of the night by a passing train but it is tolerable. You are now proposing to increase the number of trains to twenty-eight per day. That's just too much and we can't believe that your Environmental Impact Study does not address exactly how we are supposed to cope with the increase in noise, pollution, and inconvenience the increase in trains will bring.

In addition, the Environmental Impact Study states that the total number of train accidents on the EJ&E tracks will increase by 28%. It also states that fire and emergency medical service providers will experience "substantial effects" including delayed response times. And it states that there is an increased risk for pedestrian and bicycle accidents as well as train versus car collisions at a minimum of 21 locations due to the increase in train traffic on the EJ&E. How are these safety concerns in the public interest for my community and others along the EJ&E Railroad?

Finally, the Environmental Impact Study suggests that CN should pay for no more than 5% to 10% of the cost of grade separations and the government should pay the rest. Key state agencies, IDOT and ICC, have stated that they do not have funds for these crossings. Neither does anyone else. The CN made over \$2 billion profit last year. They should pay.

Please make sure that the final Environmental Impact Study addresses the noise, safety, and financial issues we have mentioned.

Respectfully,



Jeff and Robin Biggs