

16000

Sept. 23, 2008

Phillis Johnson-Ball

Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

Dear Ms. Johnson-Ball,

This concerns the Draft EIS for docket number FD 35087 Canadian National Railway Company and Grand Truck Corporation – Control-EJ&E West Company. My comments/questions on the DEIS are as follows:

The cities of Aurora and Naperville are planning to enact a Quiet Zone by November 2008. I did not see anywhere in the DEIS that ensure that this quiet zone will be honored.

The DEIS does not properly list the substantially affected at grade crossings since the vehicle count is incorrect.

In the Draft EIS, rail traffic counts: 1) is only estimated 3 years out. 2) assume rail traffic moves away from existing Chicago routes to the EJ&E lines.

Has CN's growth been studied over the last 10 to 15 years? The rail counts do not maintain stagnant. There needs to be better assumptions made for this study. What is maximum rail traffic capacity? If you read the CN website you will see that CN is advertising for shippers in order to increase their business. CN obviously wants to increase their loads. The number of trains will increase. If you used 42 trains / day in 2012, have the effects of 60 trains / day been analyzed for 2016? What is in place to stop that? Why is your traffic time frame so short sighted? The "benefits to the region" were not outlined in the DEIS and nothing holds CN accountable for long term guarantees that traffic on the current tracks will not increase at a later date.

Emergency Services Response Time will be greatly delayed. Rush Copley Hospital on Route 34 in Aurora constantly uses the at grade crossing on Route 34 for emergency vehicles. The first responder impacts appear to be seriously down played for this and other area hospitals.

I respectfully request that when you move towards the Final EIS, you address these issues. Please consider the true negative impact that the CN acquisition will have.

Respectfully Submitted,

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