



Environmental Impact Statement



CN | EJ&E

Comment Form

Draft Environmental Impact Statement for the
Proposed Canadian National Railway Company
Acquisition of the Elgin, Joliet and Eastern Railway
Company

STB Finance Docket No. 35087

Date: Sept 19, 2008

There is absolutely no way I will allow Canadian National to acquire EJE Rail system, nor will anyone else in any of our communities that they are intending to jeopardize each and every one of our 150 year fight for progress. They are a threat to each and everyones safety concerns.

Be sure that none has offered any consent, or agreement of any kind to acknowledge they feel they have right to produce to hustling cities. Be sure each and everyone in every community understands the absolute insubordination they have toward your Federal Board requirements and each of many presidents in each community they have ignored for over 12 months and continuing.

Canadian National's time has run out and you must consider there acquisition nullified and void. They can never be safe in our metropolis. They have intended to strip away our safety, our peace, our future, our employment promptness. That during Iraq/Afghanistan Conflict and we consider it an attack of terrorism. No different than running a train through a city hall, or worse yet our Burning in High School when classes full term. Their time has run out, they failed to offer a cure.

This form is accompanied my eight page complaint, Aug 27th hearing highlights and Impact Frailties.

The 3 1/2 hr hearing I attended. Even speaker City Official ended Canadian National would not respond not communicate safety issues. Transcontinental Rails of 1850's divided no hustling cities eluding commerce. We are not for sale! You are not going to let them run their uninspected foreign goods through our 150 yr old cities during full commuter congestions. With soul intent of speed and delivery. Offer no restitution. Rail cars intended to travel thousands of miles are non-maintainable. Our metropolis of 15 cities form one. They are operated on timely schedule nonalterable.

We have everything to loose, they have nothing to offer. In August trains 20 minute signal light nearly out ^{the} job. This signals will never be on schedule. Including switch and light mal functions.

Heart attack victims have no time to spare and we do not want these trains at all.

We face year long bumper to bumper commutes to employment, with line closures and snow ice roads.

Snow plows and especially short signal times. Highway department utilize state taxes to up date highway. Our youth overpopulation has jammed roads full. Our roads must flow

YOUR INPUT IS IMPORTANT! and Canadian National can positively end traffic flow

Name:	D	O	N	A	L	D	D	O	U	G	A	L	3	4	4	R	S	(	4	0	4	R	S	B	A	R	R	I	N	G	T	O	N	.
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State:	I	L																																
Zip:	6	0	0	1	0																													

Please check the public meeting you attended:

Matteson

Mundelein

Barrington 3 1/2 hr

Bartlett

Chicago

Aurora Suscides " Gary

Joliet

Number of health fatalities will only add to deaths commuter losing jobs, mortgage to train congestion!

DONALD DOUGAL 23475 Summit
BARRINGTON ILL 60010 40 YEAR Resident
PRIOR ELGIN ILL 847-271-1494

Docket # 35087

INTRODUCTION

To Phillis Johnson Ball

ALL VILLAGE OFFICIAL SPEAKERS SAID OUTDARED
IMPACT REPORT BY C/N ANSWER LITTLE
IF ANY OF THEIR CONCERNS

Federal Surface Transportation Board

Our Cities will not allow to become Ghost towns

There can be absolutely no consideration of C/N Railway venture into our country destroying our neighborhoods and areas I frequent every day of my life. To stailmate hustling cities commuting with a jioning cities to survive to sustain the very roof over there head. This business is implying it has the rights to take away the very lives of northwest suburbs of Chicago and in addition may make of impact studies of cities that has prospered through inter city trading over one hundred years.

The impact study has been prevented that your commission requires for acquisition for business. The impact study has very little if any consideration for citizens of cities which it intends to stailmate, that we cannot commute to perform our daily ing its.

It is my belief if any a surprise impact study can appear but this denies rights of Illinois citizenance of those studies.

The word litigation was repeated so many times at Barrington high school. That I will never forget. The engineer studies, the attorney fees of their impact study I would say easily one million dollars and should have occurred many months ago. I heard nothing but repetition of communities having to pay out of their pocket for litigation to fight every damaging occurrence of railroad would produce in our cities. Taxations to we cannot pay. Many of us have lost our homes, refinanced, took major cuts at the workplace due occupation of countries due terrorist attacks of 9-1-01 ^{NEW CONSTRUCTION} STAND STILL

I am age 54 and would never believe of all the people that have lost promotions in workplace and lifesavings which assure the home they bought and are heavily taxes in doing so. I cannot see anyone in the cities which this railroad ignores that will end existance of those cities ^{EVERY} any gains. A simply viewing of I-D-O-T highway department will describe intense numbers of vehicles trying to pass through our cities in day light hours of 6 AM to 8 PM at night.

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Phillis Johnson Ball

Railroad should not solicit what they
CANNOT PROVIDE CALLED FAST
SERVICE.

What this railroad is intending to do is stop activities, & stop schedules that are regulation ~~they~~ we have to follow in order to be paid money to live. If there is to be even 10 freight trains rather 20 freight trains. All there contracts would nullify if someone or something at any given point would stop movement of those trains.

Our traffic is so continuous no one shall have any rights to take away this movements. Trying to heavy impede night shipping primary

There is no consideration of night time freight trains due to sound and vibration damages. With total in consideration of emergency ^{High} speed vehicles unable to cross these tracks due knowingly ^{derailing} Burrington and Aurora have three highways to be blocked. Lake Zurich two

I have no knowledge of safety factors of Plainfield, Joliet, Frankfort, Hammond, Munster, Gary, Evanhoe, Griffin. Their maybe worst

There cannot be improvement of highways that would accommodate these trains. Any construction which would be of major impact in that we already struggle to work around yearly highway breaching into one lane from two lanes. These cities cannot have roads widened. They were built one hundred years ago. There can be no consideration of highway improvement at all. Being our Police + Fire equipment are already at great disadvantage to traffic peaked two lane highways. Our communities are under great stress of commuting at this very moment to earn our money to return home nightly and weekend traffic easily double of rush hour traffic for groceries and recreational enjoyment. To celebrate the reaping of our earnings our families. To make pleasure out of simple freedom of not be confined. Our weekends and after work are our soul reasons to live. I do not feel, or do I, needs to print ignoring hazard of derailment, train car + auto collisions.

Quote Cars dis guarding gates because late for work so many times

Our school children of Barrington and teachers severely restricted to commute, Eliminating when and how they are to perform there daily routine. Denying rights to education. Restrict when they are to appear exact time to appear at school. To define how they must obey railroad.

DEMOND DOUGAL 23475 Summit 847-271-1494
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PRIOR ELGIN, ILL

ALL VILLAGE OFFICIALS SPEAKERS SAID OUTLINED
IMPACT REPORT BY C/N ANSWERED LITTLE
IF ANY CONCERNS VILLAGES REQUESTED

Phillip Johnson-Ball

Having but heavy resentment of 210 minute statements of area's officials to recent C/N Impact Proposal. I'm quote a minisqual few of over 70 local speakers

- X Robert Abboud (Barrington Hills) President. Much of track of rail road some fifty feet above highway combining amplified gravity + speed or train maintenance derailment combining gravity combining possibilities of toxic spills in the speeds of trains and gravity. Ambitizing large scale hazmat chemical clean-ups and impossibilities for commuters which use the road within 50 feet paralling that rail road track helpless to escape train car derailment and train car automobile pile-up.

- X Keith Hunt speaking of formula used by unpopulated lands distant ^{CON-}SECTION yet running through smaller cities. Thus relying on train hours, train signals ~~which~~ do malfunction. The formula speaks of speed regulations combining number of train cars required to produce schedule of deliveries which railroad has accepted in contract to its customers

Which puts into effect noise, vibration, maintenance safety aspects of order deliveries above citizens whose communities that railroad is disregard. That formula stating number of train cars, the weights and the way they are loaded. Which to be bringing up the individual each train car coupling. That undergod that can brake under no given circumstance. The absolute taking of human life, over the making of prosperous 100 year old cities and bankrupting its citizens because they cannot timely get to work or deliver their products. Not to mention excessive vehicle idling causing the price of product to amplify due gasoline waisting, not even considering senseless air pollution. The lengths of number of train cars can clog easily 2 of 3 crossings within Barrington along making defenseless POLICE + FIRE DEPARTMENT emergency calls 9-1-1-

Janet Agnoletti ~~emph~~ emphasizing hazmats permanent damage of shallow water wells during hazard material spills. Hasnt anyone yet once future

complaining of homeland security catastrophies of 9-1-01 we had terrorist

unplied report Crystal Lake Ill. Prodict 20 hour reduction 2 lane highway

INTO
ONE
LANE

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Phyllis Johnson-Ball

- Continuing patchy few of 70 public speakers at 210 minute hearing of long awaited Impact report. Said to have total committed 19714 in ^{largest} driven ROAD
- X Surgeon Joseph Gianngrasso - speaking critical ness of mere minutes of severe health attacks or auto collisions, track accidents. Not to mention seconds of loss each minutes of medical attention. Remarks of paramedic quite often offer very little critical attention for health impaired humans and pressing the ultimate time factors of getting these injuries before emergency room doctor amplifying the factors of Police and Fire Department time allotments complaining often 3-5 minutes could easily become 5-9 minutes due city permanently divided by undetermined lengths of train cuts whether night or day time. Bringing up emergency criminal activities involving weapons assaults whether domestic or in robberies, or even police back-up ^{OUR REGION} requires daily terms of daily enforcement. Fire crossing break medical routes
- * Linda Reinhardt - explaining lengths of freight train to greatly lengthen by 2015 and quantities of. She more importantly explaining the length of blockage of one or all three crossings whether Barrington Aurora or Indiana areas. In where whatever reason maintenance problems signal problems train scheduled backup plus switching alternate tracks
- THEN
EXCEL-
ORATE
- The problem of road blocks far worse when freight train forced to stop or drastically slow for whatever reason, far worsens the already propose multiple lengthy as to small length freight trains, causing far greater safety blocks, even such as health attacks in car waiting for train blockage to disappear at signals or gridlock

BEEN CITY WORKERS & RESIDENTS

Jeff Mangano Lake Zurich, overnight major home value losses due nobody wants to live in area restricted to employer commuting and sale meeting and deliveries occurring multiple times daily. Referring transactions as distant Wisconsin/Indiana customers multiple stops within sales region. Reducing sales, employees

Catherine Quigg Senior citizen long term resident of Tremely heavy about resources of shallow wells are marsh land to round water problems of HAZMAT/TOXIC accidents. Emphasizing (Canada Safety violations long HISTORY) Federal UNITED STATES FOR TOXIC CLEAN-UP

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Phillip's Johnson - Ball

Second page continuing complaints of patty few of 70 public speakers at 210 minute hearing about long awaited Impact report said that At Home omitted.

* Gene Dawson reminding 800 million dollar company to have offered 40 million in restitution to 40 communities it so grossly appears to think it has total dominance over. talking about (document) violation committed by C/N repeatedly in area and where they refused to compensate for that they refused to inspect equipment of trains on a scheduled basis for these accident to be reduced. To me it means we own it, we run the train but we are not responsible for damages to the land next to their right of ways. Most of ALL, I scream when they became owners of F&E they will continue their business as usual. They answer to know one except themselves. They are not responsible to others they pass through. Even more so every official in Barrington have stated they have not done anything to admit to any impact what so ever and your requirement The Transportation Board they do studies on impact of heavily populated, compacted environments they intend to blast through as if we all sleep 7 days weekly. The sleeping village

* I agree 100% with quiet spoken resident, I believe he said he was veteran of Korean War and resident of Barrington.

They cannot abuse our city and its (business) shops they simply need to find other train lines in non populated areas to try to earn the money and provide their customers with fast service that they are preceching.

At Good Shepard Hospital, largest and most tre knowing of this area to modern and specialist within 1 mile of my home displays poster created by Good Shepard over 100 sentences quoting that C/N Refused outright to pay not one cent for any over passes.

Not that I have to remind you tunnels simply endanger our water resources to the greatest extent that could be possible.

The groundwater filters into our shallow wells. Not to mention when spills occur they may not be located for weeks even months after guaranteeing our drinking water contamination.

Phillip Johnson Ball

Third page continuing pelt by few of 20 public speakers at 210
minute hearing nearly 12 months over due, omitting RT 14/ heaviest traveled.

- X Mark Beaubien Congressman reminding that our county, McHenry
is 3 million dollars in debt, that we will not accept more debt.
expectally on something we condemn and is offer nothing to our area
but eviction, To dominate us, to treat us like children to silence
us and practice their reckless methods of transportation in a
country Canada must enjoy being demorated, lied to and cheated.

- X Joe Messer speaking on train speed safety for their speed delmones
planting at our traffic gridlock, safety vehicle division from victims
the litigation that C/N expects local taxpayers to fix 5 local
crossing out of revenues. When transportation band required a 11
litigation all studies far before due dates set forth. Which it has
spent more. Seeming to throw 40 million at us as if a temporary

BUT COST
400 million
to realize
impacts

- X Luke Smith resident Donna Mazurkiewicz stating E & J
will backup traffic onto RT 12 which is heavily traveled and
preferred as more 45 mph zone but empty on to RT 53 to RT 90

She is talking E & J is shipping good packed in large plastic
shipping vessel made in China which has no inspectors as to quality
of containers to leaking and that Canadian history who inspect
nothing whether the train cars to the products it ships

Let us bring up more things like Japanese Boats but their
cousins. C/N is incompetent, reckless, who want to use our
peaceful, beautiful city as an expressway. Break our silence school
zones, pollute our soils and water resources, abuse our city

TOXIC
MATERIALS

↓
FORCE
FEDERAL
INSPECTING
IRRATIC
8 HOURS

TO
CONTAMINATE
OUR
WATER
OUR
WATER

11 TRY
MOKE TEST
FAR
prior
approval

UNCONSTITUTIONAL
VIOLATION

14th
Amendment

Douglas Reese total in misbelief says shut down our three
crossings and see the devastation, the people panicing late for work
to losing their jobs, How would a dozen deaths suit you. This
train line runs into Indiana. How many days would it take
for 12 people to die due health and auto collisions.

GriTlock guarantees speeders to adjust unexpected idle/train.
CRIMES EASIER TO COMMIT-NO POLICE

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DOCKET # 35087

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(WE WANT HAPPINESS
WE DO NOT WANT
CONTINUOUS TRAIN)

Phillis Johnson-Ball

Fourth page containing patty Jew of 20 speakers at 210 minute
hearing nearly 12 months overdue, omitting RY 14 most hawdest traveled.

* Richard McDonald prior Railroad executive bringing up the nightmare
of ten years ago of E & E expansion in conjunction of line to Southside
switching yards of Indiana including Bedford Park the East/West spur.

He is telling the audience of the dumping of train cars packed
with the steel storage units stacked 3 high 90% which are simply
shutting down all the highways East/West and switching tracks.

every one
RAIL
POSSIBLE

He explaining about 10% being the lotions are switched immediately
heading toward Mexico.

* Laureens Roberts Lake Hurich antragoner happy with her life
lives near the E & W line and with the traffic gridlock will not
be able to back out of her driveway, with emergency vehicles unable

DESERTED
HOUSE
UN
LIVEABLE

* Dan Strahan Barrington Hills attacking Bridge in Hawthorne built
in 1910 that has been accused of not being safe by state inspectors and

STEVE
KNOOP
LAKE
BARRINGTON
TRUSTEE
SAME
BRIDGE

with heavy long freights pass over at high speeds the vibrations which
it is said it can't withstand will send its load into private owned
property whether toxic or not. Tell me that's a way to run business
He is bringing up Bridge collapsing in Wisconsin which sent in 1997
train cars in lake and marshlands which E & E never took

responsibility for, never changed its safety codes, never improved
train car inspections. KNOOP SCREAM TRACK GOES NEW ORLEANS + MEXICO

AND WE ARE
NOT FOR SALE

* Northshore resident explaining the real estate market values of
home loss especially nearest tracks will plummet and with
20% 30% decline of property taxes, won't get new middle school needed.

* Mike Joyce speaking on topic of deliveries and Chinese competition
Call the Phase Two and phase several years old structures the

the compounding numbers of trains verses weights of product verses speed
to be in competition with Asian market prices stated by 2010 this
phase would imply 27 freight trains per day. That is why I am
so heavy against this. Pump long, high speed, noisy long trains

within
heavily
population

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Phillis Johnson-Ball

Fifth page of pattrylaw of 7 public speakers at 2 10 minute hearing nearly 12 months late, omitting Rt 14 the most heaviest traveled in this area.

* Terry Venning Barrington Park District, complaining of young child who could somehow drowning in public swimming pool say due concussion or diabetes attack

With roads gridlocked how does she explain child drown that it not 1st guards on the facility but the railroad objection preventing basic medical attentions. Bringing up again Canadian History of Employer against employees, Safety issues not protecting employees, faulty equipment no investigations to why they happened. Falselying occurrences its in the histories of E+L, Money + Business / people + environment last.

* Joyce Palmquist a person running one of six senior citizen facilities in vicinity of down down Barrington with Good Shepard being closest. Do you think they deserve less health care due there long longevity. No but if anybody these senior are most likely of anybody to need urgent immediate emergency care. How can anybody say this railroad super cedes people that dont have the extra 5 minutes to ship farther away than HOSPITAL Good Shepard half that distant. The urgent reminded in this hearing that excessive bleed causes stroke or heart attacks. There is no extra time to wait. To save a life. We all have precious loved ones.

* Karen McCartney - evaluations of local business owners, tax payers losing businesses to a Canadian company expecting to land a job opportunity with the criteria of false documentation Safety poor safety records within their employees, Waste spills in Canada and Wisconsin they ignored responsibilities

Creating an Impact Study for United STATES Federal Surface Transportation Board with outdated, altered, vague information. Sidestepping probably 90% of responsibilities for citizens in cities it wants to cut through and on top of it say they will pay not one penny even for one bridge over they're track. Offer 40 million of actual cash one time offer for what probably would take 400 million to even consider the bad effects cities it divides.

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pg 9

to Phillis Johnson Ball

FIN CONCLUSION

CONGESTION ALREADY HERE NO ROOM FOR TRAIN

A C/N takeover of EHE is kind of a Eviction Notice to homeowners who grew up in these parts of N.W. Suburbs

Quoting Douglas Peasant is against 14th Amendment, that no business or State can deny life liberty Prosperity without legal process of law. We are all commuters, our youth are doubling our traffic!

THERE IS NO ROOM FOR C/N RAILS

Forcing hard working people to be in week long grid lock due a

freight train, combining typical auto collision, signal outages, auto stalls

citations offerings by police we expect every other 2 to 3 weeks. Daily

grid lock money could not buy the anger frustration humility to be

manually forced into by a foreign country a business owner and then

appear at employment I mean, after a commute that twice as long

as used to be, I would expect women fist fighting at side streets

for frustrations to keep jobs and morality to swallow congestion

into daily work day. Now me often traveling 60 minutes would

end up with 90 minutes to 120 minutes because some jobs distant of

60 minutes. 28 YEARS in BUILDING TRADES. 12 HOUR due to TRAIN

Speaker of Surface Transportation Board opened meeting after stating

requirements C/N had to meet. Were C/N objectives were Better

flow or business for C/N, Better relations for themselves, not us!

Better efficiency, meaning speed of shipping. Speed to be safely

so. With absolutely disregard to required up-dated

Impact Study which they have not even attempted to begin!

This C/N Venture same as vacuum tube at bank making

transaction with teller. That you never see the product.

This business is up for consideration. We citizens

are living flesh, our cities are not to be divided mid-day to

accommodate a speedway for railroads. Disregarding our

daily requirements, daily safety needs (daily happiness, peace

daily rest and relaxation. It seem they think we are an employee who they pay weekly and we must

obey. They will not strip away every thing we worked

lifetime to own. Its our domain. They are NOT.

LANE REDUCTION

flooded, snow,

DUE MISSING TRAFFIC LIGHT

8 hrs pay

★