

September 29, 2008

Phillis Johnson-Ball
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Ref: STB Finance Docket # 35087

Dear Board Members,

My wife wrote the following and I also urge you to consider the following:

I am most concerned about the proposed CN acquisition of EJ&E. Please DO NOT ALLOW IT TO HAPPEN! Please do not allow a private foreign company to impose a disastrous impact on local American families and communities.

I have written to you about the personal impact it will have on my family. To reiterate, my main concerns deal with SAFETY, NUISANCE, and ECONOMIC issues that will have a huge negative affect on my family and many, many others. My previous letter detailed these concerns.

A neighbor has studied the impact to our neighborhood and I would like to echo her concerns:

The following are potential threats to Deer Park if the train acquisition goes thru without adequate mitigation:

1) Quiet Zone

We currently have a quiet zone so when the trains go by we don't have to be awoken by a horn. Please urge the STB to require CN to provide funding for any upgrades needed for us to keep the quiet zones, which according to the draft study is threatened.

2) Water Source

We source 100% of our water from private wells in our yards. CN wants to greatly increase the amount of HAZMAT transported and the STB study predicts an average of 1 derailment a year. The STB cites our water would have a higher likelihood of being affected by a hazmat spill. Require the STB to insure our safety and require CN to take measures to eliminate this risk, such as building cement barriers. We have no other viable water source.

3) Sound Walls

All properties that abut the EJ&E need sound and safety barriers in place.

These need to be added without impacting existing trees. Tree preservation is in line with the Deer Park Municipal Code.

4) Cuba and Ela Road rail intersections

Ela Rd was cited in the STB draft as needing mitigation but Cuba Road was not. Also, mitigation does not necessarily mean a grade separation and if so, CN is expecting the US taxpayer to fund it. These intersections are fine now without any mitigation but with the significant increase in trains they will need grade separations. CN should pay the bulk of this mitigation as we don't need it now.

5) Impact of no Grade Separations (aside from some serious traffic jams and longer alternative routes)

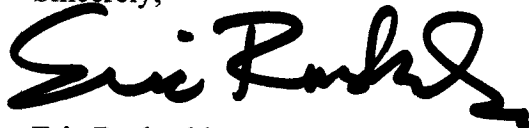
- a. Increased wear & tear on side streets near intersections as traffic diverts vs. waiting for the long trains to pass. Ask STB to make CN pay the impact on more frequent repairs and replacement needed to roads.
- b. Delays getting to the Barrington Metra station adding to commuting times
- c. Emergency responders will have to take alternative routes to reach some residents adding time in situations when every second counts.
- d. Delays for shoppers West of the EJ&E getting to the Deer Park Mall which could lead to lower sales tax revenue as they find alternative places to shop and eat.

6) Stress on Village budget

In addition to potential lost sales tax revenue and increased road repairs, we could have increased expenses for police protection to be trained to handle derailments. This could lead to the need to impose property taxes for village services.

I urge you to consider the negative impact this acquisition would have on millions of local Americans. Please do not allow this acquisition to take place.

Sincerely,



Eric Ruskoski
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Deer Park, IL 60010