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September 27, 2008

Phyllis Johnson-Ball
Safety Transportation Board
395 E Street, SW
Washington, DC 20423
Ref: STB Finance Docket NO.35087

Dear Mrs. Johnson-Ball,

I would like to voice my **opposition** to the Canadian National Railway Company acquisition of the Elgin, Joliet & Eastern Railway Company. I am also **opposed** to CN leasing or using the EJ&E Rail lines, should this acquisition fail.

On a personal note, I moved from Chicago to Mokena for peace and quiet, fresh air, less people and more wildlife. I like to hear the frogs and crickets, and love to see the deer and coyote tracks. I hate the thought that the peace and quite that is disrupted when a train goes by, is going to be disturbed 28 or more times a day!

I realize the importance of trains, and I even like the sound of train whistles. I do **not** want more train traffic on the EJ&E trail lines that would cause escalating problems if CN is allowed to operate on them. The noise from the trains, and train engines, especially when they are struggling from the weight of their load, is unbelievable. You and the board members are invited to stay at my home any time to experience this first hand.

If you think for one minute that noise is nothing, think again. There have been numerous studies on the negative effect of noise on humans and animals and there is insurmountable evidence that increasing train traffic will only increase these negatives. Loss of sleep do to train noise is nothing to take lightly. I know that these trains cause noise and air pollution wherever they operate, but in Chicago they are shorter and travel at a slower speed. I took on a mortgage and taxes that are 3.5 times higher than they are in Chicago because I wanted peace and quiet.

28 or more longer trains per day will create more noise, more pollution and I am against this. I also want to state for the record, **the study and site plans with the noise level lines are flawed!**

#1 On the plan the lines bulge out **slightly** at the intersections, when in fact, the train whistles blow at least one full block before the intersection.

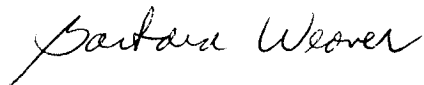
#2 Averaging no sound when there are no trains and the sound when there is a train is **NOT** the average noise level of train.

The average level of train noise should be made by measuring all the train noise over a period of 48 or more hours and then dividing that number by the number of trains. I would like to see this method used by the STB, and you will see a **dramatic increase in the noise level and a much wider area of residences and business affected adversely by train noise levels.** Why pay someone to do a study if they can't do it right?

The study fails to be fair on alternative solutions, but that is addressed in another letter.

I hope you, Charles Nottingham, Francis Mulvey, and W. Douglas Buttrey will take into consideration the people this acquisition will **negatively effect and vote NO.**

Sincerely,



Barbara. Weaver

P.S. I am very serious about the invitation to spend time at my home. My # is 773-284-1507. As a perk for you, my husband is an excellent chef!

