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W. Douglas Buttrey
Surface Transportation Board
395 E. Street, S.W.
Washington DC 20423-0001



September 4, 2008

Dear Mr. Buttrey,

As a resident of Lake Zurich, Illinois, I would like to state my strong opposition to the Canadian National Rail Road's acquisition of the EJ&E Rail Road currently pending an environmental review by the U.S. Surface Transportation Board in Washington, D.C. This acquisition has absolutely no value for Lake Zurich or any of the other Illinois communities along the EJ&E rail line and in fact will only serve to destroy the local environment and ruin the economy of our communities. The State of Illinois and the Chicago metropolitan area can ill afford the negative consequences of this transaction.

The STB draft Environmental Impact Statement has failed to identify the real impacts of the acquisition and the STB has entirely skirted the critical issue of the adverse economic impacts this acquisition will have on the local, state and national economies. It is bad enough already that our Federal government has led us into a major nationwide recession, but for the STB to further exacerbate the situation by approving this deal will only serve to further bury our struggling economy; all for the benefit of a foreign company.

The Canadian National has expressed no sincere interest in the environmental and economic needs of the Illinois communities that will be impacted by their operations. In fact, they have been less than cooperative with our local Lake Zurich officials. Repeated attempts at obtaining vital hazardous materials information for the public safety officials has either fallen on deaf ears at the CN, or they have simply chosen to ignore our requests. If this is indicative of their current level of cooperation with Lake Zurich then any future cooperation assuming they obtain STB approval will prove futile.

In reviewing the EIS released by the STB, there is just cause for much alarm by all residents, businesses and industries paying property taxes in Lake Zurich. It is rather apparent that the STB and CN are attempting to expedite the approval and acquisition processes in advance of the upcoming Presidential elections and before our next President is inaugurated on January 20th. Why? Simply put, the terms of the current STB members will expire and newly appointed members by the next President could spell disaster for the CN RR; as it should! This matter is of such importance that it should be reviewed by newly appointed STB members who will be in office to face the consequences of their decision.

That said, it is now important to point out the fatal flaws in the EIS and to point out the costly mitigation measures that the CN and not Lake Zurich and US tax payers should incur in the unlikely event the STB approves this foolish attempt to monopolize the railroad freight industry in the US; which is the ultimate plan of the CN.

financing crisis. To mitigate this situation we do not want any more freight trains traversing our Village.

Safety – Recently, and based on current train frequency, three separate accidents occurred in our area involving the death of children. Although the railroad may not be at fault, greater train frequency will increase the probability of additional accidents of this nature. In order to address this safety concern, the installation of barrier walls along the rail adjacent to residential and school property, pedestrian crossing bridges and controlled access points should be provided at no cost to Lake Zurich.

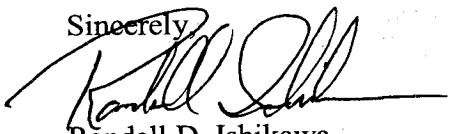
Hazardous Materials Transportation – The Draft EIS does not address any resources or educational support programs from CN for local communities or emergency responders. Multiple attempts have been made by the Village fire officials to secure information on the types and quantities of chemicals that CN expects to be transporting on the line. However, no specific information has been provided. Local emergency service responders are entitled to receive a detailed manifest that includes the information requested along with response training, evacuation planning, response and recovery resources, as it relates to the chemical hazards at no cost to Lake Zurich.

Noise and Vibration – The Quiet Zone should be maintained through an agreement with the CN, as the railroad still has ultimate control on whether they need to maintain this corridor. CN should perform a noise analysis as part of their environmental study and should contact every property owner residing in the subdivisions and adjoining areas noted below, (all located within 500 feet of the EJ&E tracks) to discuss additional landscape buffers and/or fencing. Noise walls or other types of sound barriers similar to those used by IDOT to protect properties from highway noise, should be built to mitigate sound and prevent egress and ingress onto the railroad right-of-way to protect these areas of the Village. These areas include: Concord Village, Wicklow Village, Braemar, Carolyn Court, Hillman's, Bruce, Mionske, Prospect Park, and Hefler's Subdivisions; The Landings and Terrace Lane Apartments; School District 95 (Lake Zurich High School; May Whitney); and the entire Downtown Lake Zurich Redevelopment Area.

Transportation Systems – The intersections at Old Rand Road and East Main Street would experience traffic backing up over the tracks, especially around school times and during the AM and PM rush hours. CN should fund construction of overpasses and/or underpasses for the following at-grade crossings: Oakwood Road, East Main Street, Old Rand Road, and Cuba Road. The Village believes that mitigation for these at grade crossing is appropriate and warranted.

In closing, I would encourage the STB to REJECT the Canadian National Rail Road acquisition of the EJ&E Rail Road as this is the only correct decision given the catastrophic impact it will have in Lake Zurich and all of the communities in the Chicago metropolitan area. I wish to thank you for your time and thoughtful consideration.

Sincerely,



Randall D. Ishikawa
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Lake Zurich, IL 60047