

Mr. and Mrs. Joseph Baum
558 Braemar Lane
Barrington IL 60010

August 24, 2008

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

Dear Phyllis Johnson-Ball,

We have lived in Lake Zurich for 20 years in the Braemar Subdivision at the intersection of Cuba and Ela roads. If Canadian National completes the acquisition of the EJ&E, it would be devastating to us, our community, our town, and all other towns in the path, and near the path, of the EJ&E railway.

We can't imagine what our quality of life would be like if this acquisition were allowed to take place, but if the Surface Transportation Board does the wrong thing and allows this deal to go through, here are some points to consider (CN must be 100% financially responsible for all of the following):

- Land Use and Socioeconomics – The increase in train traffic would destroy the physical character of the land and degrade its usefulness. This acquisition would also disrupt travel patterns, increase travel times, and severely restrict the accessibility of Lake Zurich. Emergency vehicles and school buses would be severely impacted. Property values will decrease at an alarming rate.
- Safety – Greater train frequency will increase the probability of accidents, especially with pedestrians. The railroad runs right past the Lake Zurich High School. Fixing this safety problem near the high school alone would require the installation of barrier walls between the rails and residences or school property, pedestrian crossing bridges, and access point controls.
- Hazardous Materials Transportation – Canadian National has not provided specific information of the quantities and types of hazardous materials that will be transported, along with the necessary response training and evacuation planning information that would be needed by trained Lake Zurich emergency service responders. Best case scenario: hazardous materials would be forbidden to be transported on any of the trains, or at the very least, from the 2-mile long mega trains.
- Noise and Vibration – CN would need to agree to take all measure to maintain the quiet zone. This includes performing a noise analysis and which could potentially require sound barriers used to protect residents from highway noise.
- Transportation Systems – We believe that CN funded construction of overpasses and/or underpasses at all major Lake Zurich intersections would be needed, including Ela (included in the Draft EIS), Cuba, Old Rand Road and East Main Street.

We urge you to disapprove the proposed transaction!

Sincerely,



Joe and Karen Baum