

January 19, 2008

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Surface Transportation Board
CN-EJ&E EIS - FD-35087

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Section of Environmental Analysis
Surface Transportation Board
395 E. Street, SW
Washington, D.C. 20423-0001

STB Finance Docket No. 35087

To Whom It May Concern:

I'm writing this with respect to the upcoming purchase of the Elgin, Joliet, and Eastern Railway by Canadian National Railway. Although I realize that the upcoming sale is nearly finalized, my concern, along with many others who live in this community, is the impact of the significantly increased number of trains that will be traveling through our community as well as the proposed increased length of the trains that will require more and larger locomotives to pull them.

As it happens, my house is located fairly close to the railroad tracks with only an easement of around 50 yards separating our back yard from the tracks. Yes, we knew the tracks were there when we bought the house, but the current infrequent train traffic does not make that a significant issue. With the current proposals, train traffic could easily increase to four times what we now have. With nice weather and the windows open, it already sounds as if some of the engines are traveling through our family room. Additionally, our house is positioned such that any east bound trains sound their horns right behind our house.

I realize there is no way to block the sale and the position of my home is what it is. My request is this—as the environmental impact of the increased train traffic on our area is researched, I would greatly appreciate consideration for attempting to keep, or at least renew, the vegetation, especially the trees, that currently exist along the railway. They do not appear to interfere with the railway nor with the high tension lines that are located along the easement. When the trees are in full leaf, they help to dampen the sound tremendously. I assume in your assessment, you will evaluate any potential hazard that might exist with other inhabitants of the easement, which include an oil line and natural gas line.

I also recognize that safety at the railroad crossings is top priority. Unless the nearby crossing is changed, I suspect that our area will not qualify as a quiet zone. Again, the

tree and vegetation growth may be helpful. Any other suggestions for noise barriers would be greatly appreciated.

We have lived in this house for over 17 years and have generally existed harmoniously with our commercial neighbors. I hope and suspect that this will continue. Thank you any time and attention you can give this matter. Please feel free to contact me at the above address or at my e-mail provided below.

Sincerely,

Barbara W. Malm

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