



Environmental Impact Statement

Scoping Comment for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company STB Finance Docket No. 35087

Comment Form

How Do I Submit Comments?

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- Written Comments:** Complete and submit this form at the public open house scoping meeting, or follow the directions on the reverse side of this sheet to mail your comments.
- Recorded Comments:** Provide your comments to a member of the project team or court reporter at this public open house scoping meeting, or call the toll-free project information line: 1-800-347-0689.
- Electronic Comments:** Submit electronic comments by visiting the Surface Transportation Board's website, www.stb.dot.gov, under the heading "E-Filing."

Please refer to STB Finance Docket No. 35087 in all correspondence addressed to the Surface Transportation Board. Comments must be submitted by February 1, 2008.

The only group that would benefit from this deal is Canadian National.

Why would you approve a deal that would risk so many lives just for the benefit of one company?

Any ambulance from our side of town needs to cross the tracks to get to a hospital.

Many of our schools timely lunch service depends on delivery trucks crossing those tracks with the hot food for students.

Canadian National has a horrible safety record (please see attached letter for some of the many examples).

Why would anyone allow Canadian National the privilege of risking more lives and damage to the environment?

Surface Transportation Board

CN-EI&E EIS - FD-35087

What scoping meeting did you attend? (Please circle): Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, Chicago.

Log and Distribution

Date Recd:

Name:

Jennifer Garrels

HDR File No:

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City, State, Zip:

Barrington, IL 60010

STABCT#:

Cc: Original - Job File

Date:

January 24, 2008

YOUR INPUT IS IMPORTANT!

Comments provided by the public help determine the scope of the environmental review.

012408
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Barrington, IL and the surrounding communities are highly populated areas. Thousands of children take busses to school that need to cross those tracks several times a day. We have hundreds of special needs students who take buses that cross the tracks. Many of these students cannot tolerate long bus rides, which would only be lengthened with increased rail traffic. I drive all my children to and from their schools and activities. I alone cross the tracks at least 10 times each day. There is no doubt lives can be lost from the wait that will be needed for emergency vehicles to cross the tracks when 20 trains per day can cause approximately 2-4 hours in traffic delays.

Most amazing to me is the numerous amounts of articles I could find on Canadian National in regard to derailments and safety issues. I would like to take a moment to share some comments from these articles.

Sept. 28, 2005- Canadian Press - Edmonton- The day after **CN Rail's** cleanup of its **eighth derailment in two months**, new figures from the Transportation Safety board show **accident rates have been climbing** for all Canadian railways, **especially Canadian National**.

Monday, Feb. 20, 2006- CBC News – **Traffic is not yet back to normal after the weekend derailment in Quebec of two trains, one loaded with diesel fuel that skidded and ended up in a woman's backyard.**

Wed. March 1, 2006 – The Edmonton Journal - **CN's problems date back to 2002. Transport Canada says CN has been operating in an unsafe manner since last September and has yet to reassure the department it has adequately addressed safety concerns. CN assured Transport Canada the safety concerns raised in 2002 would be addressed. But routine monitoring and nationwide audits showed the problems persisted.**

Wed. August 10, 2006- (Reuters) **Canadian National may face charges for not revealing that a derailment involved a hazardous chemical. Residents have been ordered to avoid contact with lake and local wells.** CN knew one of the derailed cars at Wabamun Lake was carrying a hazardous substance days before Alberta Environment began investigating the possibility.

Sept. 20, 2006 – (Globeandmail.com) -VANCOUVER- **The NDP released documents indicating the Canadian National Railway train that killed two workers was more than a month overdue for its maintenance check.**

Sept. 27, 2006 – (Globeandmail.com) - VANCOUVER- **An engine that had such poor brakes it had to be taken out of service immediately was one of the safety concerns**

raised when Transport Canada inspectors monitored Canadian National Railway's operation in Northern British Columbia this summer.

Monday, Oct. 23, 2006 (AP) – Town evacuated as CN tanker spews chemicals forced evacuation of 200 homes in Kentucky.

May 3, 2007 – (Globeandmail.com) - VANCOUVER – Nearly one-third of the cars on a 90-car CN Rail train derailed near Blue River, B.C., the day after the release of an audit that found numerous shortcomings in the railway's safety practices.

After several years of written documentation, Canadian National has still apparently not taken responsibility for safety issues.

It can happen in Canada and it can happen here. Please don't take more risks on human life.

I am asking that you do the right thing for the health and safety of our population. Please do not allow increased rail traffic, particularly from Canadian National Railway.

Thank you for your time.

Jennifer Garrels
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Barrington, IL 60010
(847) 381-3731

01677. not dated. Garrels. PCTZ. 60010. D. N. letter

Surface Transportation Board

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