



Environmental Impact Statement



CN | EJ&E

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?

- **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.

Surface Transportation Board

CN-EJ&E EIS - FD-35087

Log and Distribution

Date Rcvd: _____

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Cc Original - Job File

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

Name: Barbara D. Reinhart

Address: 551 Heather Lane

City, State, Zip: Frankfort, IL, 60423-9718

Date: 1-26-08

YOUR INPUT IS IMPORTANT!

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

January 29, 2008

Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Environmental Filing
STB Finance Docket No. 35087

Dear Ms. Johnson-Ball,

I am deeply appalled, and *fiercely*, from the core, opposed to the purchase by Canadian National Railway Company (a *foreign* company) of the Elgin, Joliet, and Eastern Railway Company (an *American* company).

Succinctly put, these are my reasons:

- Increase in **piercing** locomotive-breaking NOISE pollution;
- **Excessive** increase in AIR pollution;
- **Drastic** increase in HAZARDOUS material transport;
- **Highly** inconvenient, as well as dangerous, blockage for bicycle pedestrian, and vehicular traffic at numerous railroad crossings;
- **Additional** structural damage to homes (from Vancouver, BC, Canada to South Chicago, IN) due to vibration from the increased number trains – i.e. foundation cracks (major) and plaster cracks. Many of which my home currently exhibits.
- My property value will *most definitely* decrease; and,

the very fact that the trains **currently** run through the city of Chicago and CN is simply re-routing through the northwest, southwest, and south suburbs back to Chicago and East Chicago/Gary, IN to “avoid ‘train-traffic congestion’ in the city”. This “train-traffic congestion” is a cost of everyday business and one to which CN is accustomed and has been for *many* years. This route has been utilized for many years, continues to be utilized on a daily basis, and there simply exists NO need to re-route train traffic outside metropolitan Chicago.

1634, 012608. Reinhart. PCT2. 60423. O.N. CF

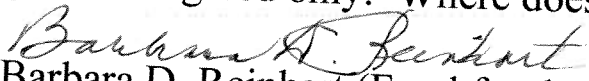
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In addition, IF re-routing train traffic does occur, what corporate concern is CN exhibiting toward the "greening" of the planet? This is corporate irresponsibility and *greed* in its very worst form *because CN doesn't want to wait a little extra time in transport—again, wait-time to which they are accustomed?*

According to Steve Hellem, executive director of the Global Environmental Management Initiative (a Washington D.C. based non-profit organization whose members include Kraft and other large corporations), "CEOs IGNORE THIS ENVIRONMENTAL MOVEMENT AT THEIR OWN PERIL. IF A COMPANY IS IDENTIFIED AS ENVIRONMENTALLY IRRESPONSIBLE, IT WILL HURT THEIR REPUTATION ..." This was reported in Crain's Chicago Business, January 28, 2008, p. 3

All the above inconveniences to home/landowners are in the name of corporate greed and greed only. Where does it all end?


Barbara D. Reinhart (Frankfort homeowner)
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01634, 012608, Reinhart, PCT2, 60423, O. N. CF