

DRAFT ENVIRONMENT IMPACT STATEMENT FOR THE
PROPOSED CANADIAN NATIONAL RAILWAY COMPANY
ACQUISITION OF THE ELGIN, JOLIET AND EASTERN RAILWAY
COMPANY

STB FINANCE DOCKET NO. 35087

DATE : September 2, 2008

The draft statement is a major disappointment as it relates to the West Chicago area—the area between Munger on the north and Eola on the south.

SEA invited comments in three specific areas.

1. Alternatives, impact assessment, draft mitigation.

Even though the draft lists potential negative impacts in the West Chicago area, apparently none have been deemed severe enough to warrant the proposal of alternatives.

2. Incomplete or erroneous information

- a. The Aurora Street crossing is the wrong crossing to use in determining the effect on vehicular traffic. Aurora Street is a short street servicing two residences and a rear entry to one business. The correct crossing is Washington Street.

The Washington Street crossing of the EJ&E tracks cannot be viewed in isolation. It is at that location where the “J” also crosses the UP tracks. An already trouble spot will only be made worse by the proposed acquisition.

At the very least, the SEA needs to recognize the problem and insist that the EJ&E, CN, City of West Chicago and other agencies work to mitigate it.

- b. It is naïve to accept CN’s comment that Metra can use the EJ&E right away for the STAR Line (VM 73). That would mean Metra laying all new track which is economically not feasible—just as the draft document has determined that it is not feasible to lay new track to move freight around Chicago. Without the use of the current EJ&E trackage the STAR line is dead.

3. How the proposed action would affect you.

To orient the board, we live on the first occupied property south of Roosevelt Road on the east side of the "J" tracks. This is an unincorporated area. We have lived at the same location for 40 years. Since 1968 we have seen usage of the tracks grow from 2 or 3 a day to the current 10. We are not interested in seeing it grow by another 20. The back of our house is 25' from the EJ&E right away, approximately 50' from the tracks.

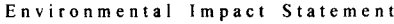
- a. VM 72 indicates that existing interlocking agreements at West Chicago will be honored.

Of course, the existing agreements have to be honored. (Even though VM 20 seems to leave the door open for future negotiations). That means for us who live along the tracks, south of Ann Street, more trains stopping and starting behind our house. Increased noise for us and increased use of fossil fuels for our local environment.

- b. "SEA found that some homes within 250 feet of a rail line with 20 additional trains could experience a decrease in property values." We certainly fit the criteria but yet there is no proposed mitigation.
- c. The draft report identifies an unacceptable noise level line. Our house would be between the tracks and that line but yet there is no proposed mitigation.
- d. CN has indicated that they will work with communities along the right-of-way. Since we are in an unincorporated area, I am concerned that our needs will be lost in the shuffle even though Winfield Township and DuPage County would be our spokespersons. To date, no one from CN has contacted us about potential mitigation should this acquisition go through.

BURT ANDREWS
30 W 216 MAY STREET
WEST CHICAGO IL 60185

We attended the open house (not the public hearing) at Bartlett.

**STB Finance Docket No. 35087**

Comments must be submitted by September 30, 2008.

all attached

YOUR INPUT IS IMPORTANT!

[illegible]

Please check the public meeting you attended:

Matteson

Mundelein

Barrington

Bartlett

Chicago

Aurora

Gary

Joliet