

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

Surface Transportation Board  
ON-EI&E EIS - FD-55087  
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FROM: BOB ANDERSON

791 Clearwood Ct

Aurora, IL 60504

Attn: Phyllis Johnson - Ball

Scanned (Initial): \_\_\_\_\_

PH: 630-820-1546

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FEBRUARY 13, 2008

STB Finance Docket #35087

HDR

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Scoping Comment for the Proposed Canadian National Railway Company acquisition of the Elgin, Joliet and Eastern Railway Company. STB Finance Docket 35087 Environmental Fil.

Regarding ACQUISITION AUTO TRAFFIC PROBLEM  
MITIGATION AND COSTS

- If the acquisition is approved, it should be with these 3 requirements (along with many others I've discussed in my 2 previous submissions).

1) The REQUIREMENT that all highways and many or most roads with at grade crossings be viaducted or overpassed in order to mitigate as many ~~then~~ auto traffic problems as is possible, increase safety and reduce horn noise near these crossings (one of the most offensive problems).

2) The REQUIREMENT that the Canadian National Railway pay for and bear the full cost of all viaducting, overpass work AND APPROACH ROAD RECONSTRUCTION (THIS WILL BE A HUGE UNDERTAKING AND COSTS WILL BE HUGE, AS WELL). But it is CN's acquisition and it is their responsibility to mitigate the problems!

• It is not the responsibility of the U.S. federal government, the State of Illinois, DuPage County (or anywhere)

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affected county, the City of Aurora (or any other affected city or village, or any citizens or residents, thereof to subsidize Canadian National's plans or growth or efficiencies (especially in light of all the other problems it brings which I discussed in 2 previous submissions), or pay for any of the cost for these necessary and required or even unrequired (albeit litigated) changes and improvements to at grade crossings. (I'm sure there are many dozens of such, and this kind of work is generally very expensive.)

- \* Currently, most of our governmental institutions are either running deficits or are on very tight budgets and into the foreseeable future as well. THERE IS LITTLE MONEY AVAILABLE TO INDULGE CN'S ACQUISITION AND CARE ITS NUMEROUS AND EXPENSIVE PROBLEMS, OR SUBSIDIZE CN'S GROWTH. (CN will likely refill its Chicago routes with 'security avoided, backdoor' new business.)
- And other projects, just as important, planned for the last 5-10 years should not have funds diverted or have to wait another 5-10 years for CN's acquisition problems to be taken care of, first.

3) The REQUIREMENT that there be little or no rail traffic increases allowed until all the required and/or litigated viaducts, overpasses and approach road work are completed and paid for by the Canadian National Railway.

## REGUARDING SWITCHES, SIDINGS AND TRACKAGE

CN Community Relations Representative stated in answer to one of my questions regarding sidings and switch placements planned that a passing siding was planned South of Rte 34 (Ogden Ave) and a switch was to be placed 100 - 700 feet South of that crossing. Another ~~the~~ CN Rep confirmed that possibility, though, he said track plans were somewhat up in the air and not finalized. THIS WOULD BE PLACING A SWITCH IN A RESIDENTIAL AREA. The noise and vibration we endure currently at 8-10 trains per day is barely tolerable. PLACING THIS SWITCH IN THIS RESIDENTIAL AREA will only ADD TO THE NOISE FROM RAIL CARS AND TRACK AND COUPLERS and ADD TO THE CHRONIC VIBRATION PROBLEMS no matter what other track improvements might be made (welded rail, better ballast, small berms.

\* STB as a REQUIREMENT OF THE APPROVAL (if approved) OF THE ACQUISITION <sup>CN/STB</sup> SHOULD BE PROHIBITED FROM PLACING SWITCHES, CROSSOVERS ETC. WITHIN 1000 (or perhaps 1/4 mile) OF ANY HOME OR SUBDIVISION.

\* ~~STB should~~ STB should REQUIRE CN to, at least DOUBLE TRACK THE ENTIRE LINE, for safety. (esp of hazardous materials), scheduling and <sup>ease</sup> track maintenance (see wikipedia.org for accident summary and FRA dot gov for <sup>accident</sup> data)