

September 21, 2008

Phillis Johnson-Ball

Surface Transportation Board

395 E Street, S.W.

Washington, D.C. 20423

Dear Ms. Johnson-Ball,

This letter pertains to the Draft EIS for docket number FD 35087 Canadian National Railway Company and Grand Truck Corporation – Control- EJ&E West Company. My comments/questions on the DEIS are as follows:

The cities of Naperville and Aurora are planning to enact a Quiet Zone by November 2008. I did not see anywhere in the DEIS that ensure that this quiet zone will be honored.

Emergency Services Response Time will be greatly delayed. Rush Copley Hospital on Route 34 constantly uses the at grade crossing on Route 34 for emergency vehicles. I live on the other side of the tracks. How will I know that an ambulance will be able to reach me in a case of an emergency? The first responder impacts appear to be seriously down played.

The DEIS does not properly list the substantially affected at grade crossings since the vehicle count is incorrect.

The DEIS minimizes the disruption of current Metra rail operations. Also, the planned commuter STAR line will likely no longer be feasible. Why isn't anything written in the DEIS to ensure that CN allows the STAR line to co-exist with them in the future?

No alternatives to the CN acquisition seemed to be reviewed. Was CREATE reviewed or analyzed?

Home values will likely decrease. Why weren't they analyzed and made a part of the DEIS?

The noise assessment is outdated. Construction noise also needs to be addressed.

The "benefits to the region" were not outlined in the DEIS and nothing holds CN accountable for long term guarantees that traffic on the current tracks will not increase at a later date.

It does not appear that you specifically studied the impacts on the schools such as Peterson Elementary in Naperville (sensitive receptor) within close proximity of the alignment. While I noted that you addressed parklands, why didn't you note school playgrounds and sports fields? In many cases, these fields are used for after school and weekend activities in addition to during school hours.

NEPA requires the study of construction impacts and this is nonexistent in the DEIS. As you move forward, when will construction impacts be studied and when will the communities where double tracks will be added be able to comment?"

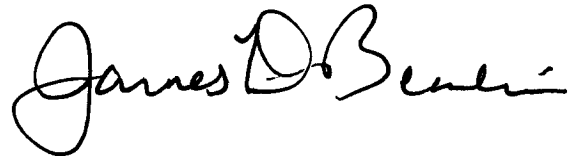
It appears that Parsons Transportation Group, a consultant to CN, provided the information to you for traffic counts and this information was then also used for air quality analyses, we respectfully request that the STB

provide their own study material and analyses as this is in direct conflict of interest.

In the DEIS, Rail traffic counts 1) assume rail traffic moves off existing Chicago routes to the EJ&E lines and 2) is only estimated three years out. Have you studied CN's growth over the last 10 to 15 years? Their rail counts do not maintain stagnant. There needs to be better assumptions made for this study – what is maximum rail traffic capacity? One need only read the CN website to grasp the situation – there are advertising for shippers in order to increase their business. If it's 42 trains / day in 2012, have the effects of 60 trains / day been analyzed for 2016? What is in place to stop that? Why is your traffic timeframe so short sighted?

I respectfully request that as you move towards the FEIS, you address these issues outlined above. Please address these issues and study the true negative impact that the CN acquisition will have on our villages, cities, and people.

Sincerely,

A handwritten signature in black ink, reading "James D. Beaulieu". The signature is fluid and cursive, with the first letters of the first and last names being capitalized and prominent.

James D. Beaulieu
4147 Callery Rd
Naperville, IL 60564