

August 27, 2008

In regards to: STB Finance Docket No. 35087

Phillis Johnson-Ball
Surface Transportation Board
395 E. Street SW
Washington, DC 20423

Dear Phillis Johnson-Ball,

My wife and I moved to the Village of Barrington in 2004. We chose to live in Barrington because of the beautiful neighborhood, proximity to local restaurants, shops, and other conveniences. We even chose to live in walking distance to the North West train line knowing that we might commute by train to the city.

We are not against trains (passenger or freight) and we understand their necessity in today's economy. We are however strongly opposed to the proposal by Canadian National to acquire the EJ&E railroad in its current form. We believe that Canadian National has not done enough to mitigate the safety, economic, and traffic concerns that that will occur in communities traversed by the EJ&E rail line.

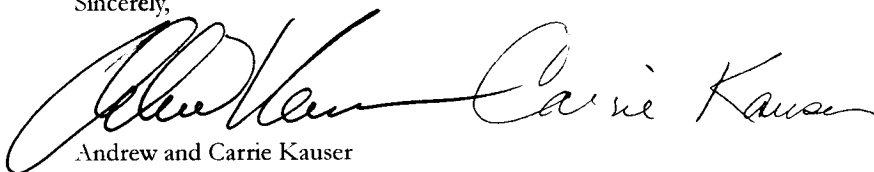
Safety: There is no question that the risk of rail accidents will increase if this transaction goes through, the STB report confirms this. In its current form with over 840 school bus crossings per school day, along with student drivers and pedestrian traffic, Barrington will be significantly impacted by the increase train traffic and dangers surface-level crossings. As it is, my daughter at 2 years of age needs to cross the EJ&E tracks in order to attend her Spanish class. It doesn't take much imagination to foresee tragic events unfolding.

Economic: The EJ&E line cuts through the heart of Barrington. One train alone can divide the town North from South and East from West. Traffic will be stopped in all directions. This clearly will affect the attractiveness of Barrington to businesses, restaurants and consumers. The impact to Barrington in terms of tax revenues will be acute and the overall economic health and prosperity of the village will be in question. Naturally this will impact the property values for all Barrington home owners.

Traffic Concerns: The STB report identified Route 59/Hough St. in Barrington as an "At-Grade Crossing in the Study Area That Require Mitigation" the reason cited "Queue blocks major thoroughfares". While we agree with this assessment, we cannot understand why the STB did not determine that the at-grade crossing on Highway 14 would suffer the same fate. This is especially troubling considering that Highway 14 is the same "major thoroughfare" that the Route 59/Hough St. at-grade crossing is cited as blocking. There is no question that both these at-grade crossings, as well as the crossings on Lake Cook Road and Lake Zurich Road will need "Grade-Separate" mitigation. As a resident of North Avenue we will see an increase in traffic due to vehicles trying to avoid the major thoroughfares that have been blocked as they jockey to find alternative routes. We chose a neighborhood where our daughter can ride to a friends house or walk to the park. The increased train traffic and vehicle congestion will make this impossible.

We believe that Canadian National should not be allowed to proceed with the acquisition of the EJ&E railroad without substantially modifying their proposal to mitigate the issues raised in this letter.

Sincerely,



Andrew and Carrie Kauser