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FRANK J. PERHATS
607 OLD BARN RD.
BARRINGTON, IL 60010

2-04-08

Surface Transportation Board
395 E Street, S.W.
Washington, D.C. 20423

Attention: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

Dear Madam:

I and my family have been residents of Barrington since 1966. I have had two non-retail Business located in town and have watched as the outlying areas North and West developed from open rural farmland to suburban residential communities choking with rush hour traffic. Rush hour commute from one local community to another has easily tripled in those forty two years and there are no nearby streets or roads that this traffic can be diverted to.

Much of the street traffic delay has been due to the Commuter Rail Service running through town. Seldom is it ever caused by freight traffic on the Burlington Northern Line or the E.J.& E. When these lines do run freight trains, it is usually during non-rush hour times or in the night; and even then with light street traffic, traffic is backed up for 15 to 20 minutes before it returns to normal.

Literally dozens of local roads and streets cross the E.J.& E. tracks and with one to two mile long trains running thru these adjoining and interrelated communities, street traffic would come to a virtual halt! The ensuing frustration would increase the likelihood of serious train accidents and would also seriously impact response times to community emergencies by both fire and police departments.

The above does not even begin to address the esthetic or environmental impact on an upscale, non industrial suburban community with respect to noise, vibration or air pollution caused by the frequent transit of fast, long and hazardous freight trains traveling on a single track within twenty five to fifty feet of large residential buildings and neighborhoods that have been located there since the nineteen twenties.

Over passes or underpasses are esthetically unacceptable solutions even if their construction and periodic maintenance were paid for by the Canadian National Railroad.

In my opinion, possibly the only acceptable solution is for the intended purchaser of the Railroad to lower the right of way into a vertical concrete walled trough from the Northern suburbs to the roads southern terminus. Street overpasses would then remain at street grade and would not have as major a visual impact on the surrounding area as over or underpasses would.

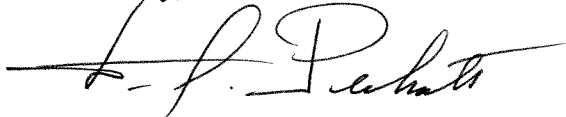
However, I doubt that anyone including the railroad would accept this as an economically or environmentally viable solution to noise, air pollution or traffic congestion much less the billions of dollars of cost and years of construction upset.

To conclude this letter, I, like most of the people that have attended your locale meetings, as well as my family and neighbors, we are all vehemently opposed to the purchase of the E.J. & E. Railroad by the Canadian National or, for that matter to the increase in rail traffic on this right- of-way by anyone including the E.J. & E. Railroad.

Any increase would basically destroy the communities through which this railroad runs. And MOST of the benefits would accrue to the railroad with maybe a little to the city of Chicago.

We are unequivocally opposed to the Canadian National's purchase and to any increase in traffic on this line.

Sincerely,



Frank J. Perhats, Sr.

Surface Transportation Board

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