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January 26, 2008

Surface Transportation Board  
CN-EJ&E EIS - FD-35087  
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Phyllis Johnson-Ball  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423

Re: Environmental Filing, STB Finance Docket No. 35087: Proposed  
Canadian National Ry. Co. Acquisition of E J & E Ry. Co.

Dear Ms. Johnson-Ball:

My wife and I are writing to express our very strong opposition to any increase in train traffic through Barrington, Il. We reside in the town immediately to the west of Barrington. Our town has no businesses; the zoning does not permit them and we use the Village of Barrington for our daily needs.

Barrington is the local commuter train hub that I use daily. In order to get to the train station, many commuters and I must traverse the EJ&E line either at Main St. or at Otis Rd. The Metra train line itself greatly disrupts traffic in Barrington, worsened by the limited EJ&E schedule now. I understand that there are 65 daily Metra trains that pass or stop at Barrington. I also understand that freight traffic must yield to Metra traffic, which will mean freights stopping often at crossings. Increasing the freight traffic will make these train vs. train conflicts much more common and will slow our crawling traffic to a stop.

My wife owns and operates a general store in Barrington (Norton's USA, 400 Lageschulte Rd., three blocks south of the Main Street crossing of the EJ&E tracks. She and many of her customers must traverse one of the EJ&E crossings to get to her store. Blocking these crossings for any length of time will deter all but the most persistent customer to come to her store. She has had the store open for less than a year, and ruining the access to her store may ruin her new business.

The only local high school is Barrington H.S., which is 100 yards west of the Main Street crossing of the EJ&E tracks. Many students, buses and parents must traverse that crossing to get to and from classes and extra-curricular activities. Our present home is 1 mile west of the high school along Main Street (a.k.a. Lake Cook Road). On school mornings,

eastbound traffic is backed up west of my street, more than a mile. If one were to add any more freight traffic to the crossing immediately east of the high school, it would be a nightmare. Things are also very bad in the afternoon rush hour from school and from the homebound commuter trains.

The only hospital in Barrington is Advocate Good Shepherd Hospital. Many locals must cross the EJ&E tracks in or near town to get to the hospital. There are very few routes to get from the east side of Barrington to the hospital and they have conflicts with the EJ&E tracks. What is an ambulance or patient supposed to do when minutes might make all the difference?

The EJ&E has been a tolerable neighbor only because the tracks have seen limited use in recent years as the Village of Barrington and surrounding communities have seen increased auto traffic. We are presently at a breaking point, and cannot absorb any more surface train traffic.

I understand it would be costly, but the concerns we have outlined would be allayed if the EJ&E crossings were not grade level as they presently are. Improving the crossings to elevate them, or elevating the road in the vicinity of these crossings is a potential means to reduce the traffic and public safety harms from increased traffic on the EJ&E lines.

Sincerely,



Bruce R. Pfaff



Deborah L. Pfaff

cc: Representative Melissa Bean