

August 25, 2008

Phyllis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington DC, 20423
Ref: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball:

I am writing you regarding the proposed CN railroad acquisition and how it will **negatively** affect me working at Honquest Fine Furnishings in Barrington IL.

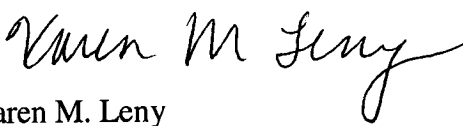
I drive 25 miles each way to work from my home in Fox Lake Illinois, which is a northwest suburb of Chicago. In order to arrive at work on time at 8:30am, I allow myself between 45 and 60 minutes drive time. My driving route takes me across Route 59 and Main Street and the railroad tracks. The thought of waiting for freight train traffic in addition to the existing Metra train traffic would force me to consider looking for other employment closer to home!

I am the dispatcher for Honquest Fine Furnishings and am responsible for routing daily furniture deliveries. Our warehouse is connected to the store, which is where our delivery trucks begin and end their day. We have customers living North, Northwest and Northeast of Barrington, which require our delivery trucks to cross the railroad intersections. Waiting for freight trains to pass the downtown intersections would impact on our on-time delivery promises and subsequently our customer service.

In order to accommodate the extra wait for 10,000 feet long freight trains throughout the day, we would need to decrease the number of deliveries scheduled for each day. Our productivity would go down and our fuel costs would go up – not a good business move.

I am opposed to “freight” before “people”.

Regards,


Karen M. Leny