

August 26, 2008

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

Re: STB Finance Docket No 35087

Dear Sir/Madam:

The importance of the effects of the proposed acquisition of the EJ&E Railroad by the Canadian National RR compel me to offer comments concerning the transaction as they could impact Barrington and the surrounding communities. As a long time Barrington resident and taxpayer, both my wife and I feel that the implied benefits to the area are humbled by the destructive effect that this transaction could produce. Some of our concerns are as follows:

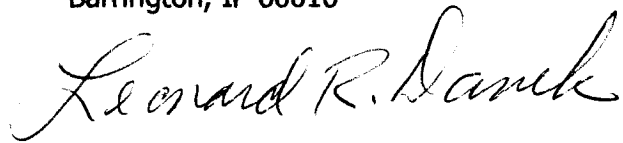
1. At the top of our list is our concern for the safety of the community and residents which would be drastically impaired by blocking railroad crossings (four in our community). CN has indicated a 400% increase in rail traffic through town, with the possibility of freight trains as much as a mile long-----thereby blocking fire equipment, ambulances, police vehicles and major traffic. This does not even include the existing passenger train traffic on the intersecting Northwest Line. The Draft Environmental Study (DEIS) states that the RISK OF RAIL ACCIDENTS WILL INCREASE ON OUR TRACKS! Obviously, this could impose extremely dangerous problems for the city and is UNACCEPTABLE.
2. The DEIS does not recognize the need for mitigation of rail-to-rail grade separations in Barrington nor does it seem to indicate any concern for auto, bike and foot traffic. Canadian National has apparently committed to mitigate crossing issues with a 40 million dollar price tag. The new CN line will impact 142 crossings. Estimates suggest that 50 million is needed per crossing, or somewhere between two and three BILLION dollars! The math is inconsistent and depends on each community to bear the cost of mitigation (Government will subsidize 5-10%). For almost all mitigation issues, they suggest signs, fencing, information and an emergency response 800 number. Again, UNACCEPTABLE.
3. With a 400% increase in train traffic, air quality and noise levels along the rails will surely be affected.
4. Vibration from trains will have an impact on local communities along the entire rail line. The STB did a vibration analysis of a dam in Frankfort, IL. That was 1500 feet from the rail tracks to conclude that vibration from trains was a non issue. Even minor vibration from the current EJ&E rail line has already caused concrete cracking and repair of a bridge just 3 years old in Barrington Hills. A 400% increase will undoubtedly impact local properties proportionately.
5. CN Freight traffic will undoubtedly include hazardous materials. Should a hazardous material dump occur especially in some remote areas of Barrington Hills, access by remediation teams will be greatly impaired since frontage roads are not necessarily available. Spill damage to the local water wells could virtually destroy the livability of nearby homes. As an environmental engineer, I realize that hazardous waste

cleanups are contingent on many factors and are especially dependent on PROMP and effective remediation procedures. The DEIS states that the Lake Zurich Fire Protection is our service provider (service is 5 miles away and disregards the Barrington Fire Protection facilities). An obvious oversight with potentially dangerous implications(how many other oversights were included in the report?).

6. For all locals along the line, the increase of noise, air pollution, safety concerns, environmental concerns, etc, property values are sure to fall precipitously.
7. The affects on the Star Line, Amtrak, foot school traffic, the water shed, bridge safety, and especially emergency response, to name a few, are of major concern to us, our neighbors and those in proximity to the rail line.

We submit these thoughts for your sincere consideration. The purchase by CN, a Canadian company, would appear to provide little cost/benefit to ours and other affected communities.

Respectfully,
Leonard R. Danek
752 Orchard Drive
Barrington, IL 60010

A handwritten signature in black ink that reads "Leonard R. Danek". The signature is written in a cursive, flowing style with a large initial "L".