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To whom it may concern:

I write in order to comment upon the proposed acquisition by Canadian National Railroad (hereinafter CN Railroad) of the EJ&E Rail line. I live at 112 Old Barrington Road, North Barrington, in Cuba Township, Illinois. I work at the Barrington office of Tinkoff, Popko and Associates, located at 413 East Main Street, Barrington, Illinois. There are three grade crossings of the current EJ&E Rail line tracks I often encounter between my home and office, at Lake Cook Road (Main Street), IL Route 59 (Hough Street), and US Route 14 (Northwest Highway). I do not know of a route between my home and office that does not encounter an EJ&E Rail line grade crossing. My four children are currently students in Barrington High School, which is located very near the Lake Cook Road (Main Street) crossing of the EJ&E Rail line tracks. I do not know of any route between the high school and my office that does not encounter an EJ&E Rail line grade crossing.

I have lived in the Barrington area since 1992, and my wife and her family of origin have been residents here for decades before then. In the usage of the EJ&E Rail line tracks through Barrington we have known, the volume of freight railroad traffic causing road vehicle congestion has been typically mild. On the relatively rare occasion that my driving around the Barrington area has been affected by EJ&E freight traffic, I would characterize the effect as annoyance. The EJ&E Rail line's usage of the crossings has been nearly unnoticeable in my experience (except for the noise of nighttime train horn soundings when I lived in the vicinity of the Northwest Highway and Lake Zurich Road crossings from 1992 to 2000). In my estimation, however, while noise is a significant consideration, the noise factor is relatively less significant than traffic congestion impacts due to increased freight train usage of the grade crossings.

My understanding of the traffic congestion impacts of CN Railroad's proposed usage of the crossings leads me to conclude that the increased usage will be very much more than merely annoying for drivers in the Barrington area. I understand the proposed immediate increase in CN freight traffic over these same tracks and crossings will be from an average of 3 to 5 trains per day to 20 to 25 trains per day. In addition, I understand that the proposed length of CN freight trains will be longer than the typical EJ&E trains that have been passing through Barrington, thus lengthening the time that the trains will occupy the crossings compared with current usage. And, the substantially increased freight train usage of the crossings will adversely affect a wider circle than just Barrington area residents and businesses.

Through the Barrington area, the EJ&E line (soon to be CN) crosses highways that are important to not only Barrington, but to the entire Northeast Illinois region. Route 59, for example, is a significant north-south corridor route for traffic between southern Wisconsin and Joliet (I-55) on the east side of the Fox River. Lake Cook Road is a significant east-west corridor route for traffic between the North Shore communities north of Chicago and fast-growing communities in McHenry County, such as Algonquin, Lake in the Hills, Crystal Lake, Carpentersville, etc.

The fact that Barrington is located near communities of several different counties, including Cook, Lake, McHenry, Kane and DuPage Counties, directly affects my law practice. I handle client matters in the courthouses of each of these counties. Rather than locate my office proximate to a particular courthouse, I choose to office in a commercial district located in a kind of hub of a fan-shaped pattern in which the courthouses of the several counties are at the ends of spokes of nearly equal distance from our office. Therefore, I drive often between Barrington and Waukegan, between Barrington and Woodstock, between Barrington and St. Charles, between Barrington and Wheaton, as well as going to Rolling Meadows, Skokie, and Chicago for Cook County matters. Nearly all of these drives require encountering crossings with the EJ&E Rail line from my office. I dread being tardy or missing court appearances due to train-induced delays. I also dread the likely increase in travel times I will encounter, and commensurate time away from the office, in planning to accommodate train-induced delays in order to minimize the chances of being tardy for court appearances.

However, my concerns about the effects upon my business are relatively insignificant compared with the concerns of the Barrington area first responders, police, fire, and ambulance drivers, about delays due to encounters with the crossings and the planned increased volume of freight train traffic. As a resident and Barrington business person, I would like to echo the concerns of the first responders because I understand that the health, welfare and safety of the communities in which I live and work face increased risk due directly to the CN Railroad's plans for increased usage of the crossings. Additionally, as a father of Community Unit School District No. 220 students, I also appreciate the dramatic disruptive effects that CN Railroad's proposed usage of the crossings will have upon school transportation.

Now, I am not an engineer, but I notice that EJ&E Rail line crossings at Penny Road, Otis Road, Lake Cook Road, Route 59, Northwest Highway, Lake Zurich Road, Cuba Road, and Ela Road are all at the same grade as the roadways. I notice also that the EJ&E Rail line crossings of US Route 12 and IL Route 22 in Lake Zurich have been separated from the roadways by bridges or viaducts. In my opinion, an obvious solution to the increased risks due to increased freight traffic over the Barrington area crossings is to separate the roadways from the railroad tracks by bridges or viaducts. However, I suspect that erecting bridges or viaducts is subject to significant consequences that need to be taken into consideration under proper engineering analysis. I suspect that there is no simple solution or set of solutions.

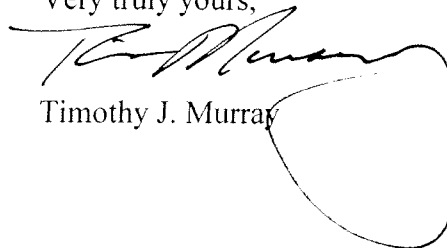
As the current usage of the subject railroad tracks presents what I consider a mere

annoyance, but a dramatically significant increase in railroad traffic will cause a much more severe and risky set of effects upon the Barrington area and the Northeast Illinois region, it seems reasonable and fair to require the party seeking to change the conditions, that is CN Railroad, to bear the cost of proper engineering analysis to derive effective solutions and to also bear the costs of implementing the effective solutions. It seems to me reasonable and fair to require CN Railroad to bear the burden of good neighborliness by paying the costs connected with its desire to substantially change the usage of the current EJ&E Rail line crossings.

Considering a broader context and concern for the welfare of our planet, I am inclined to believe that it is relatively beneficial to favor increased freight transportation by rail instead of truck. In addition, I appreciate that a significant part of the Barrington community's history and character relates to the presence of the railroads that cross here. Therefore, I do not favor a mere denial of the CN Railroad's proposal. Instead, I favor mitigation of the adverse effects upon the Barrington Area and Northeast Illinois region that will probably result from CN Railroad's proposal to substantially change the way in which the EJ&E line will be used in the future.

In conclusion, from my experience I believe that the CN Railroad proposes to substantially change the conditions under which freight trains and motor vehicles alternately share the grade crossings of the current EJ&E Rail line. I understand that these changed conditions due to substantially increased freight train traffic volume will disrupt street traffic in the Barrington area. In addition, the proposed increased freight train traffic volume will probably also cause significant adverse impacts upon the health, safety and welfare of the citizens who live, work and conduct business in the Barrington area, as I expect the first responders and school district representatives will articulate more clearly than I can. I suspect that engineering analysis would conclude that separating the roadways from the railway by bridges or viaducts would be a significant part of a set of mitigation solutions. As the changed conditions of usage of the grade crossings are requested by CN Railroad as part of its overall profit-making purpose, I believe it would be reasonable and fair to impose the costs of mitigation upon CN Railroad.

Very truly yours,

A handwritten signature in black ink, appearing to read "Timothy J. Murray", written over a large, empty oval shape that serves as a placeholder for a stamp or seal.

Timothy J. Murray

P.S. For your information, I am attaching a copy of a map upon which I have marked the locations of my home and my office.

Attachment
TJM/tm
CALTR CN RR Comment.wpd