

11432

21032 N. Crestview Dr.
Barrington IL 60010
August 25, 2008

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

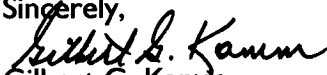
Freight trains on the E J & E do not pass through Barrington at 40 mph as suggested by CN. The effect of 15 additional freight trains per day proposed by CN would be devastating for the village of Barrington because of the time involved in coordinating the 20.3 E J & E freights with the 56 Metra and 7 or 12 freights on the Union Pacific where the two lines cross in the middle of town. Table 3.1-2 of the DEIS indicates that the E J & E freights are staged between Otis Rd. and Main St. (northbound) and between Cuba Rd. and Lake Zurich Rd. (southbound), where they slow or stop before crossing the Union Pacific. This means that those trains are traveling very slowly as they cross the Union Pacific, blocking the grade crossings at Main St., Hough St/Rt.59 and US Rt.14 for approximately 20 minutes per train as indicated in the DEIS Table 4.1.5. The present 5.3 trains per day block those crossings for 1.7 hours per day, while the proposed 20.3 freights per day would increase that time to 6.7 hours, an additional 5 hours

The DEIS concludes that this extra 5 hours would have no significant effect on street traffic because the LOS (level of service) is already E at Rt.14 and F at both Main and Hough, as indicated in Table 4.3-4. This is very strange reasoning. Quadrupling the down time at those crossing will severely increase auto traffic congestion, changing a difficult situation to a near impossible one.

The single grade separation at the Hough St./Rt. 59 crossing suggested in the DEIS is only a partial solution. It helps the emergency response to some extent but does not solve the auto traffic congestion. Two additional grade separations would be needed at Main St. and at US Rt. 14, both of which carry heavy traffic. Construction of the three grade separations could require years to complete at a very high cost, most of which CN shows little interest in funding. Meanwhile, the auto traffic congestion and safety situation could literally ruin the Village.

The long trains envisioned by CN would likely also block Otis and Cuba roads when staging. The slowing required before reaching the staging areas also causes longer delays at grade crossings in the surrounding countryside, negatively affecting traffic, particularly school buses.

Please consider these issues in your deliberations.

Sincerely,

Gilbert G. Kamm

847-381-7394

pesn2@aol.com