

02635.001508.STEPHENS.PCTZ.60010.O.D.

NORVAL STEPHENS

3400 GARLANDS LANE, BARRINGTON, IL 60010 (847) 382-1588 FAX (847) 382-9588
norval@norvalstephens.com

February 15, 2008

Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Attention: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

The proposed Canadian National acquisition of and service plan for the EJ&E trackage around Chicago and especially in and through Barrington is a corporation acting in its own interests with scant regard for the environmental, safety and welfare impact on Barrington.

- More than 400 school bus crossing will be disrupted daily
- Barrington is now bisected by Metra commuter and UP trains 16% of the time now. This so demonstrably affected service to our hospital that the state approved a major expansion of our hospital because emergency vehicles could not rush patients south to other hospitals because of rail crossings.
- One long stalled CN train could sever all three arterials: US 14, State Route 59 and County arterial Lake-Cook Road. This would cut police and fire response, school buses, emergency response units and a significant level of the 40,000 to 55,000 private vehicles that use these routes daily.
- Every CN train would now take preference, by law, over the Metra trains, disrupting commuter and other rail service regularly—and seriously with a breakdown across the Metra tracks.
- The economic impact could only be negative—except to CN.

There are other reasons, including the noise and danger of significantly increased rail traffic with short sight-lines.

There is a solution: depress the tracks. Not one cost estimate is more than a fraction of the current annual net profit of the CN Railroad, even of their proposed increased profit from the five-time increase in traffic proposed in just the first few years after acquisition.

Please reject the CN Railroad request or require extensive depressed track work to remove the conflict with current rail and road traffic.

Respectfully submitted,


Norval Stephens

Surface Transportation Board
CN-EJ&E FIS 35087
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