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SILVER CROWN

Surface Transportation Board
C-424&E BIS - FD-35087
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Date Recd: _____
HDR File No: _____

February 6, 2008

Surface Transportation Board
395 E Street SW
Washington, DC 20423

Scanned (Initial): _____
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Cc: Original - Job File

Attn: Phillis Johnson-Ball

HDR

RE: STB Finance Docket #35087

Dear Board Members,

I am strongly opposed to the proposed purchase of the EJ&E railroad by Canadian National (CN) for the many reasons contained herein. As a Real Estate professional, and a member of the Urban Land Institute, I am well aware of the significant role that transportation plays in the local economy of the Chicago area and agree that something needs to be done to alleviate rail congestion; this is not the answer. The vast majority of this rail line does not run through industrial or commercial areas, or along highways, or through major cities, but through housing neighborhoods where people have bought into the American dream of home ownership with no reason to believe that this rail line would become a freight train super-highway.

Specifically my objections to this proposal are as follows:

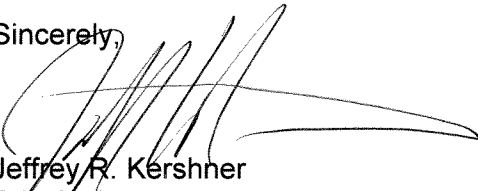
1. My family's business (of which I am a partner) is the purchase and restoration of residential properties. We currently have property positions in the Barrington Area, South Elgin and Joliet area to name a few. The properties we own in South Elgin and Barrington have already been devalued based on this application being submitted, and the approval of this acquisition would lead to valuation collapse in an already challenging housing environment. Our business simply cannot weather that storm and we would be forced to cut back on or close our operation, causing many tradesmen to be put out of work.
2. Commuting between job sites would be significantly impacted as we cross the rail line in question daily and waiting for long trains would decrease our efficiency and our gas mileage thereby increasing our costs in a financially challenging environment.
3. My Father lives in Tower Lakes which is north Barrington and it already takes me a long time to get through Barrington with out the increased traffic due to freight interference. The increased delay waiting for these trains will lead to increased carbon emissions from idling vehicles and increased fuel consumption. Not to mention lost time.
4. My sister attends Barrington High School and due to extra curricular activities, commutes with a friend who rents a parking space on the east side of the rail line while the school is on the west side. I am concerned about the limited visibility due to the curve in the tracks at that location and they would be endangered by increased rail traffic.



5. I am concerned that emergency vehicles would not be able to quickly respond to Barrington High School if a large scale police response would be necessary because of a large fight, or worse, an act of armed violence. The responders could be delayed many minutes by trains. At the very least, an underpass is necessary to connect emergency vehicles to the school.

It is important and foundational to this great country that the people's government does what is in the best interest of its citizens. Therefore I urge you as appointed representatives responsible for ensuring our safety and preserving our way of life, to reject this application in favor of people over goods. There are many other solutions to the rail needs of the Chicago region, including infrastructure improvements to existing primary freight lines. That alternative must be exhausted prior to increasing train traffic on this line.

Sincerely,



Jeffrey R. Kershner
Principal