

Duane Hodgkinson – 1419 East Main Street, Barrington, Illinois 60010 – (847) 382-6811

September 27, 2008

Phillis Johnson-Ball
Surface Transportation Board (STB)
395 E Street, SW
Washington, DC 20423

Reference: STB Finance Docket No. 35087

Dear Ms. Johnson-Ball,

I wish to express my concern regarding the proposed purchase of the EJ & E railroad (EJ) by the Canadian National RR (CN). CN's plan, if approved by the Surface Transportation Board (STD), will increase freight traffic through Barrington, Illinois by 20 trains per day. The effect of this increase in rail traffic will be to delay road traffic for at least 5 hours each day, effectively paralyzing the downtown business district and creating gridlock on main thoroughfares within a two mile radius.

Considering that each train is expected to take up to 15 minutes to pass through Barrington, the cost to area residents in terms of wasted fuel, time, and lost business will run into the hundreds of millions of dollars. People will avoid the main business area, effectively strangling the merchants and eventually the town.

The delays in traffic will also impact access to hospital, fire and police service, and subject our children to potential safety risks at railroad crossings. The EJ & E rail line runs through the center of Barrington and is very close to Barrington High School; consequently derailment could result in deadly consequences for villagers and students.

Barrington currently qualifies as a Quiet Zone where sounding of locomotive horns is not required. The STB has determined that we could lose this status because of the increase in number of trains per day and the corresponding increase in the risk index for the crossings within the quiet zone area. The proposed changes in rail operations would also increase vibrations in nearby buildings, which can be intrusive and annoying to occupants.

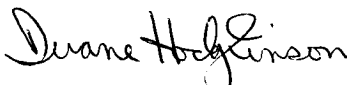
Substantial increases in freight rail traffic along the EJ&E rail line will have a corresponding increase in the risk of hazardous material spills, which could affect groundwater and surface water supply sources. There are several lakes, wildlife preserves and domestic wells located within 1,000 feet of the EJ&E rail line and in the direction of presumed near-surface groundwater flow.

CN has characterized the above issues as inconsequential. In fact, the issues are very real: increased traffic congestion; noise and air pollution; potential hazardous material spills; decreased business and tax revenues; reduced property values; and delays in hospital, fire and police services.

Likewise, CN has downplayed the cost to mitigate these issues, at the cost to Barrington area residents and to the benefit of CN's coffers. Indeed, one has to question why United States citizens, must bear the cost of mitigating these issues for the benefit of a foreign corporation.

Thank you for taking time to read this correspondence. It is the opinion of this author that it would be disastrous to allow the CN / EJ merger to go forward based on the conditions that now exist. I hope that you agree and solicit your assistance in vetoing the merger as it is now proposed.

Respectfully,



Duane Hodgkinson