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September 1, 2008

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

RE: STB Finance Docket No. 35087

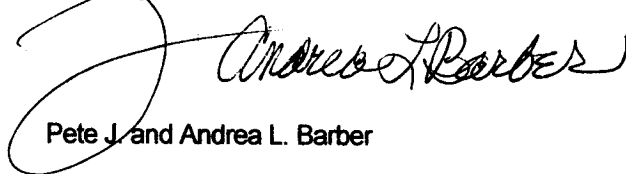
Dear Ms. Johnson-Ball:

This letter will not provide information or opinions that the STB has not heard or read before nor is it intended to be a complete litany of concerns. That is why we are amazed as to the apparent disregard of the best interests of the citizens and taxpayers in the affected communities. The following is few points to highlight our opposition to the proposed action:

- Although we would still have unhampered access to fire and EMT service, we would lose critical, life-saving minutes to the nearest hospital.
- Why is CN, and the STB, expecting that U.S. citizens should bear any financial burden for the proposed transaction? As you well know, the CN proposal is only being made to improve CN's bottom-line. (CN Investors have a five-year average annual return of 27.01%, through August 28, 2008, vs. 3.90% for the Dow Jones Industrials.)
- Yes, the change in CN rail patterns would benefit some Chicagoland communities that would experience a reduction of rail traffic in their communities. However, their traffic patterns and emergency services were long-ago developed recognizing the impact of existing rail traffic. In addition, their real estate values already factor the effect of heavier rail traffic, unlike the proposed communities who will see real estate values fall further in the worst real estate market in recent history.

Due to the severe impact on Barrington's safety, economy, environment and future growth and development, we are greatly opposed to the proposed acquisition for the proposed use. However, should the STB approve the acquisition, they must require that CN bear the total costs, including grade separations at all crossings. We expect that without tax-payer subsidies CN will have no interest in proceeding with the acquisition.

Sincerely,



Pete J. and Andrea L. Barber