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JANUARY 21, 2008

Ms. Phillis Johnson-Ball
Surface Transportation Board
395 E. Street, SW
Washington, D.C. 20423

Surface Transportation Board
CN-EJ&E EIS
Log and Distribution
Date Received
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STABCT
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Re: CN Purchase of EJ&E Rail Line

HDR

Dear Ms. Johnson-Ball,

Undoubtedly, you are aware of the tremendous community response against the Canadian National's plan to increase freight traffic along the EJ&E line.

Main issues of concern include:

- Inability of first responders (fire, police, ambulance) to get to emergencies and transport victims to the hospital in time.
- Rail line traffic separating routes to schools, delays in getting to school and picking up students.
- Inability to run errands and move around the village due to dissection of Barrington by two rail lines.
- Increased Traffic
- Loss of business, inability to access businesses.

Although much has been said and clearly the Surface Transportation Board is aware of the issues, please forgive me if I repeat commonly known facts. I intend to amplify the transportation circumstances in our community and reiterate how increased freight traffic would compound the limited access we have already have.

Rail Traffic:

I live in Barrington Hills, Illinois in a part of our village east of the EJ&E tracks. You know that two rail lines intersect the heart of Barrington and that there are four ways that we can cross the EJ&E; 1) Otis Rd., 2) Lake Cook Rd., 3) Hough Street (aka Barrington Rd.) and 4) Northwest Hwy. Three of these crossings are within 3/4 of a mile of each other. Otis Road being in a rural, residential area does not provide relief for commercial traffic and shopping.

The Northwestern Line runs through Barrington and we have four ways to cross that track: 1) Hart Road, 2) Hough Street (aka Barrington Road) 3) Cook Street, 4) Hillside Avenue. Three of these crossings are within 1 mile of each other. The Metra runs along the Northwest Line, trains run frequently, primarily during the morning and evening rush; however, the trains are short and pass quickly.

Both lines cross the heart of our village and the close proximity of their crossing grades provide no alternate routes for us to use should long, slow trains be rolling through.

New question, how would increased traffic along the EJ&E be scheduled to avoid conflict with daily Metra service on the Northwestern Line?

Vehicular Traffic:

Barrington is a crossroads for not only rail traffic but also vehicular traffic that transits from east-west and north-south. The Northwest tollway has limited on-ramps and off-ramps. The Barrington Road junction at Northwest Tollway allows the only entry (or preferred entry) to the Tollway for South Barrington, Barrington, Barrington Hills, North Barrington, Lake Barrington, Lake Zurich, Port Barrington, etc. As a result of this, Hough Street (aka Barrington Road) is an access route to the Northwest Tollway for people that live north of Barrington. Increased freight traffic along the EJ&E line would create significant delays for people trying to gain access to the tollway throughout the day, but especially during rush hours.

Lake Cook Road (aka Main Street) is a main corridor for east-west vehicular traffic through downtown Barrington. Lake Cook is used by people in the adjacent communities and serves a main east-west route that ties many communities together. The EJ&E passes just west of the cross roads of Hough Street and Lake Cook. There is no equivalent east-west alternative to Lake-Cook, especially when you consider it's importance to providing access to Barrington High School.

It is fair to assume that the proposed increased freight traffic on the EJ&E would have a severe impact on the ability the citizens of Barrington to move and conduct business in a normal fashion. The few crossings that we have on the two lines, the close proximity of those crossings would guarantee that all

traffic would stop and that no alternate routes would be available. We could also have a discussion on how the backed up traffic would affect the residential streets in the immediate vicinity of Lake-Cook, Hough Street and Northwest Hwy. Surely, people stopped for a train would try to scramble to save time and that most certainly that would mean an increase in traffic and in speeds along our residential neighborhoods.

Furthermore, cars stopped for a long freight where the EJ&E crosses at Hough Street (Barrington Road) could end up blocking the Northwestern Tracks to the the south. Traffic backed up on Lake-Cook to the east of the Lake-Cook crossing of the EJ&E could block the Lake Cook crossing of the Northwestern Line.

In the course of the debate on this issue, I have not heard what solutions have been offered. Clearly the CN needs to increase traffic along the line for the purchase of the EJ&E to be profitable. I'm sure that I am not alone in the belief that any increase in traffic on the line would be a negative impact on our community. What other solutions have been offered? I have not read anywhere about the construction of underpasses for vehicular traffic at the crossings in Barrington. Has this been offered for discussion?

Let it be know that Barrington has one grocery store, the Jewel which is located at 146 West Main Street (Lake-Cook Road). The EJ&E crossing is 1/4 mile east, while the nearest Northwestern Line crossing is 100 yards away. Traffic back ups could severely limit our ability to have access to our one grocery store!

Conclusion:

Quite honestly, the rail roads that traverse Barrington and the Village itself, were designed in a different age and time. Back in the 1880's when the Northwestern and EJ&E lines were built, I doubt consideration was given to the impact future train technology and the loads that trains would be capable of carrying.

In an age where most people are skeptical of government, one could feel that our concern in Barrington will fall upon deaf ears, but I feel strongly that our concern for the future of our community is just. We have a strong, robust village filled with people that care and people that work to improve the quality of

life for us all. I believe our message has been heard and that the Surface Transportation Board will act in the best interests of the citizens of Barrington and other communities along the EJ&E.

The Swanson household is against increased freight traffic along the EJ&E

Sincerely,

A handwritten signature in cursive script that reads "Joseph R. Swanson". The signature is written in dark ink and is positioned above the printed name.

Joseph R. Swanson