

Joseph E. McGinn
221 Wyngate Drive
Barrington, IL 60010

January 9, 2008

**Surface Transportation Board
Section of Environmental Analysis (SEA)
395 E. Street, S.W.
Washington, D.C. 20423-0001**

**Re: Canadian National Railway Company and Grand Trunk Corporation -
Control - EJ&E West Company**

To Whom It May Concern:

I am a resident of the Village of Barrington in Illinois. I appreciate the time and attention the STB-SEA is taking in this important proceeding, and thank you for traveling to our town to hold a Scoping Hearing.

I'm 39 years of age, have lived in Barrington for 30 years, and am now raising a family in this safe, thriving and well-balanced community. I want to express my sincere concern for the severely negative impact the CN Railway acquisition of EJ&E will have on our community if extensive accommodations are not required of CN Railway's management of freight train traffic through our community.

As you know the EJ&E train tracks physically cut through the middle of the Village of Barrington. The marginal number of trains (usually 3-5 daily) currently running on this lightly used rail line is more of a background nuisance to our citizens. CN's planned four fold exponential increase to 20 or more trains daily threatens the safety of moving all types of traffic through our community, and *has the potential of turning our community into an environment of chaos*. At the 4-6 minutes it takes for a freight train to pass, this calculates to upwards of 2 hours of blockage daily, cutting our town right down the middle.

As a seasoned professional and businessman, I understand and respect the need in our community, Chicago metro area, state and nation for the effective transportation of people, livestock and goods. I am confident that you will agree that the safety, quality and way of life of the people in a community should be carefully considered in the way an acquisition like this **(which brings so much change to a concentrated, well populated area)** is implemented.

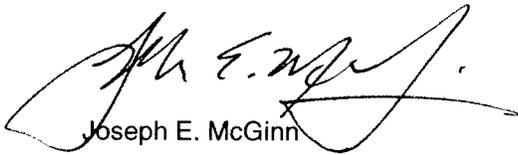
I have no doubt that the acquisition will (and likely should) be approved. But to minimize the many negative environmental, cultural and safety impacts this major increase in rail traffic will bring, several accommodations should be required of CN in order for their usage of the rail line.

Some accommodations I feel the STB should consider are:

1. **Grade separation of each of the crossings so pedestrian and motor vehicle traffic can proceed above the freight rail line** (*reduces congestion impact, improves safety*).
2. **Industrial grade sound barriers and visual blockages constructed where the EJ&E rail passes close to residential areas and homes** (*reduces the negative environmental impact of sound pollution, visual pollution, improves safety*).
3. **Require the scheduling of freight trains in off hours - mid day, 8PM – 12AM, etc.** (*reduce congestion impact, improve safety*).
4. **Improve rail crossing to eliminate the need for freight engines to sound their horns as they pass through the village** (*reduces the negative environmental impact of sound pollution, improves safety*).
5. **Limit the number of trains allowed to run on the EJ&E tracks each day to minimize the safety, noise and congestion impact.**

In closing, I want to again articulate my appreciation for the careful approach the STB is taking toward this process. And I'm glad that the STB will prepare an Environmental Impact Statement to thoroughly assess the potential environmental impacts that may result from the proposed acquisition. I'm hopeful that a successful solution can be implemented which allows CN the added benefits of increasing their capacity for transporting freight through the Chicago area, while minimizing (or even improving) the local environment and quality of life of the citizens of the Village of Barrington.

Very truly yours,

A handwritten signature in black ink, appearing to read "Joseph E. McGinn". The signature is fluid and cursive, with a large loop at the end.

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