

8/27/08

Dear Board: Something I'm not seeing in the DERS is any type of monitoring of the CN as it relates to length of train and the blocking of crossings. You have stopped 5 times in June, July & August - especially at about 11:30pm a night @ the Copa Road grade crossing in Lake Zurich. You waited between 12-21 minutes. These are CN's locations and when I call the EITF Sec# I'm always told the train is stopped waiting for the UP which is the switch to clear a Barrington CN's promise they will coordinate w/ Union Pacific and BNSF as the UP controls the switch. If they are already not being a 'good neighbor' over the delay is not done yet - how is it going to help after you approve the deal? I suggest creating a system which requires CN to operate on a quarterly basis the length of their trains and the # of grade crossings they have blocked. I further suggest electronic monitoring of this be installed to keep CN (w/o a questionable safety record) honest. Focused in closer this is just a NIMB issue for Barrington. It's much broader than that - safety, 400+ response, 400+ school buses crossings a day etc. Is the right thing - there's not enough information used available at the state/local or federal level to make this a good deal for all. The only thing to do is to report this often - like the one the OSTR reported in Michigan. Thank you!

Joliet