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*Maureen E. Yates  
729 Indian Way, Barrington, IL 60010-3519  
Tel: 847-381-3475 / 847-304-1037  
Cell: 224-456-4039  
Fax: 847-381-8271  
Email: yatesflora@aol.com*

February 14, 2008

Surface Transportation Board  
395 E. Street, SW  
Washington, DC 20423

Attention: Phillis Johnson-Ball  
Environmental Filing  
STB Finance Docket No. 35087

Dear Madam:

I write to absolutely oppose the C.N.'s proposal to purchase the EJ&E Railway and to run approximately 20 freight trains per day over our already overburdened access roads.

This is not just a question of congestion, although this is the prime emphasis of the problem. Our roads are at a standstill now at rush hours and when any event takes place such as a play at the High School. The fundamental economy of Barrington Village has always been affected adversely by the lack of easy access and limited parking. Shops and restaurants go out of business all the time. There was a period not long ago when four restaurants closed. I recently went to the village Jewel for milk. There was an accident on the railroad crossing on Station Street with police cars, ambulances and fire engines. It took almost 2 hours to get there and back! My alternative to go to Lake Zurich will now be equally impeded. I am sure other towns and villages will be equally threatened, but my experience is with Barrington.

Medical access is yet another dangerous aspect of increased rail activity, taking into consideration both health emergencies and traffic accidents. Already any road accident causes hours of delay. Increasing rail use will result in loss of life. Children walking to school have to cross the railroad and already we have many casualties on the rail lines. The Barrington High School children train for sports, running through our streets. Is this to stop to accommodate the trains. You have been given the opinions of the Police, Emergency Services and the medical profession. I add my voice to their warnings. There will be another dreadful accident. When you realize that each freight train takes approximately 15-20 minutes to pass, then 20 trains in 24 hours will add 5 hours of delay to our already congested area. Then add in the delays caused by the local passenger trains and you see the nightmare. You see the destruction of Barrington. We must also consider the fact that the law which forbade trains to stop on road access has recently been repealed.

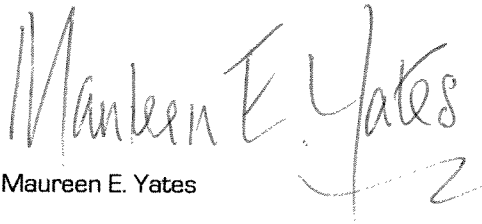
Then we consider the threat to our home values. With congestion, pollution and noise acting adversely on our property values, especially for homes directly along the railway-lines, what will be the effect on resale values of homes throughout this area. This deprives residents of their right to live. Another point which has not been mentioned is that the rail lines are 100 years old. What will be the effect of much higher use on them and how safe will residents be from accidents, especially those who live directly along the railway.

These facts can be summarized:- 1. Congestion of road and rail. 2. Loss to the economy and environment. 3. Danger of accident. 4. Lethal delay - delay in medical assistance, emergency and fire. 5. Environment - pollution, noise and death. 6. Revenue - loss of property values.

My suggestion: Build viaducts (underpasses) to eliminate rail crossings as was done on Rt.22 in Lake Zurich and Rt.14 in Cary after an accident. Traffic would have to be radically redirected and roads redesigned, but this has been talked about for years in this village and the time has come to make some far reaching plans.

I stress that I have the best interests of Barrington in mind.

Very truly yours,

  
Maureen E. Yates

Copies to:

Administrator, Fight Rail Congestion  
Mrs. Karen Darch  
Chicago Tribune - R. Bruce Dold  
Daily Herald - Jim Baumann, Managing Editor  
Northwest Herald - Dan McCaleb, Snr. Managing Editor  
Pioneer Press - Paul Sassone, Senior Editor

Senator Dick Durbin  
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Surface Transportation Board

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