

Larry L. and Betty J. Lincoln who reside at 234 South Glendale Avenue, Barrington, Illinois, 60010-4637, present our position opposing the purchase of the E. J. & E. Railroad by the Canadian National Railroad, unless the following safety and environmental issues can be mitigated.

General information regarding the intentions of the Canadian National Railroad based on the same size and length of train. If they are longer or double-decker contained trains this information would indicate much longer times and also any stoppage or derailments could potentially block railroad crossings from Lake Zurich to Otis and Penny Roads to the South Which Would Endanger Emergency Response.

Number of Freight Trains Projected and Crossing Time Impact

Potential Blocking of Crossings at Lake Zurich Road, Route 14, Hough Street. And Main Street All at Once During Transit Through Town Keeping in Mind That 1 – 2 – 3 – 4 Crossings Are Blocked, Then All Four Crossings Are Blocked, And Then 1 – 2 – 3 – 4 Crossings are Cleared. Direction, Speed, Length of Train, and Whether Passing Through or Stopping and Then Starting Up From Siding or Main Line.

Current Train Traffic Information

5 Trains @ 6 Minutes Per Crossing = 30 Minutes Total For All Four Crossings = 24 Minutes @ Transit

Immediate Increase

15 + 5 = 20 Trains @ 6 Minutes Per Crossing = 120 Minutes Total For All Four Crossings = 24 Minutes @ Transit

Projected Increase of 18% Over 20 Years

20 + 16 = 36 Trains @ 6 Minutes Per Crossing = 216 Minutes Total For All Four Crossings = 24 Minutes @ Transit

Emergency Needs of the Lincoln Family include Fire, Ambulance, and Police Services Response Times Are Greatly Reduced By The Blockage Of The Railroad Crossings As Illustrated Below.

HOUSE FIRE - Assuming All Personnel and Equipment Are In All Fire Stations, If Not The Mileage and Times Would Be Greatly Increased Considering The Area of the Village of Barrington and The Countryside Fire District and The Paid-On-Call and additional personnel from the West or Northwest would have a long distance to go.

No Trains Blocking Any Crossings In Barrington

From Fire Station No. 1 = 0.7 miles

From Fire Station No. 2 = 4.8 miles

From Fire Station No. 3 = 4.6 miles

Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough

From Fire Station No. 1 = 0.7 miles

From Fire Station No. 2 = 4.8 miles

From Fire Station No. 3 = 11.8 miles

Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough and Union Pacific Commuter or Freight Blocking Hill Side Avenue, Main, Hough, and Hart Road

From Fire Station No. 1 = 0.7 miles

From Fire Station No. 2 = 7.2 miles

From Fire Station No. 3 = 11.8 miles

MUTUAL AIDE RESPONSE FROM SURROUNDING COMMUNITIES Would Also Be Greatly Impacted By Blocked Railroad Crossing. Lake Zurich, Wauconda, Palatine, Fox River Grove, Cary, Hoffman Estates, Long Grove, Carpentersville, East Dundee, Crystal Lake, and Other Surrounding Fire Departments Would Be Delayed and They Would Also Have To Go The Long Way Around Avoiding Grade Level Crossings.

CALL For A Medical Emergency - Assuming All Personnel and Equipment Are In All Fire Stations, If Not The Mileage and Times Would Be Greatly Increased Considering The Area of the Village of Barrington and The Countryside Fire District.

Lincoln House to Good Shepherd Hospital = 5.4 miles.

Lincoln House to Other Area Hospitals in Hoffman Estates, Elgin, or Arlington Heights Would Be Further Away In Both Distance and Time Than The Longest Distance Listed Below to Good Shepherd Hospital.

No Trains Blocking Any Crossings

From Station No. 1 = 6.1 miles

From Fire Station No. 2 = 10.2 miles

From Fire Station No. 3 = 10.1 miles

Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough

From Station No. 1 = 11.2 miles

From Fire Station No. 2 = 20.7 miles

From Fire Station No. 3 = 22.3 miles

Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough and Union Pacific Commuter or Freight Blocking Hill Side Avenue, Main, Hough, and Hart Road

From Station No. 1 = 11.2 miles

From Fire Station No. 2 = 20.7 miles

From Fire Station No. 3 = 22.3 miles

POLICE EMERGENCY CALL - Assuming All Personnel and Equipment Are In The Police Station, Which is Generally Not The Case, If Not The Mileage and Times Would Be Greatly Increased Considering The Area of the Village of Barrington

No Trains Blocking Any Crossings Or All Crossings In Barrington Blocked

Police Station To Lincoln House = 0.7 miles

Police Officers in Northwest, Southwest, or West Areas of Barrington To Lincoln House = 1.8.

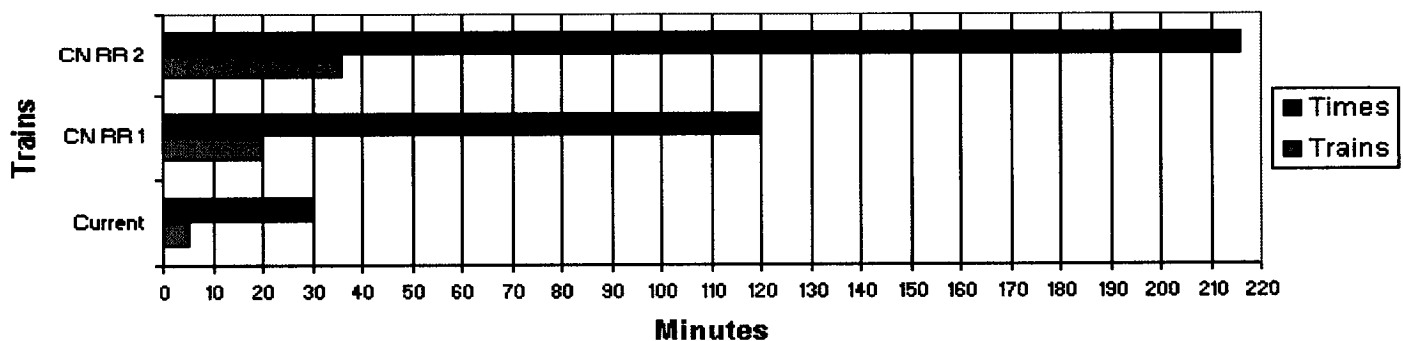
Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough.

Police Officers in Northwest, Southwest, or West Areas of Barrington To Lincoln House = 6.5 to 12.0 miles.

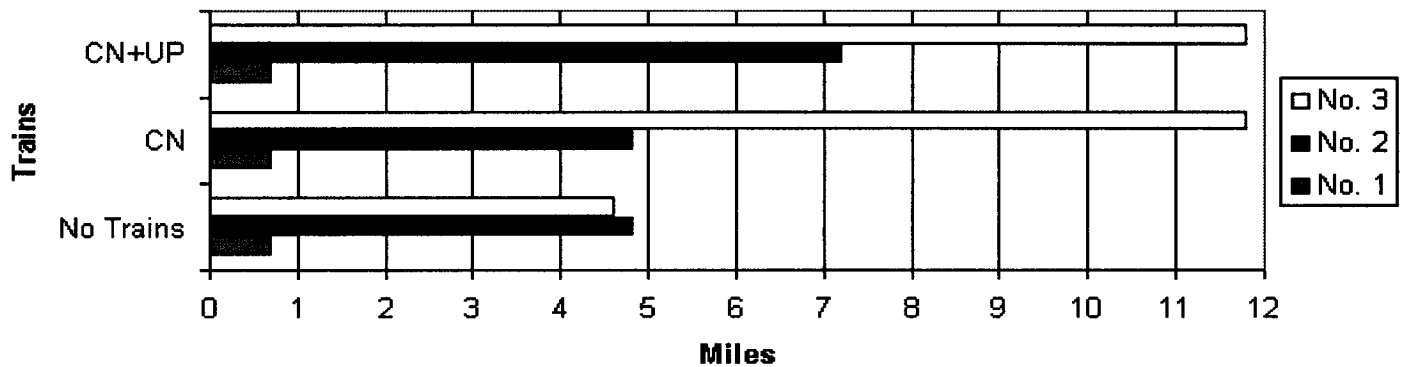
Canadian National Freight Blocking Lake Zurich Road, Route 14, Main, and Hough and Union Pacific Commuter or Freight Blocking Hill Side Avenue, Main, Hough, and Hart Road.

Police Officers in Northwest, Southwest, or West Areas of Barrington To Lincoln House = 11.8 to 12.0 miles.

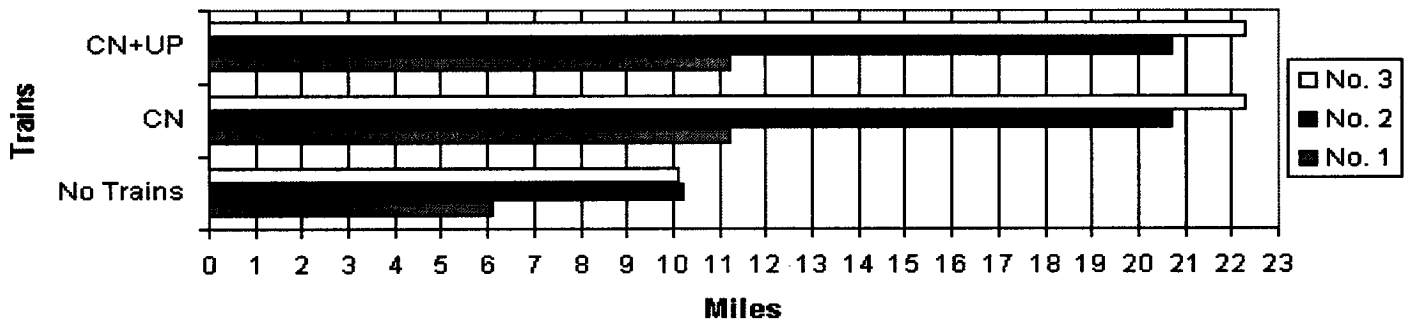
Canadian National Railroad Crossings and Times



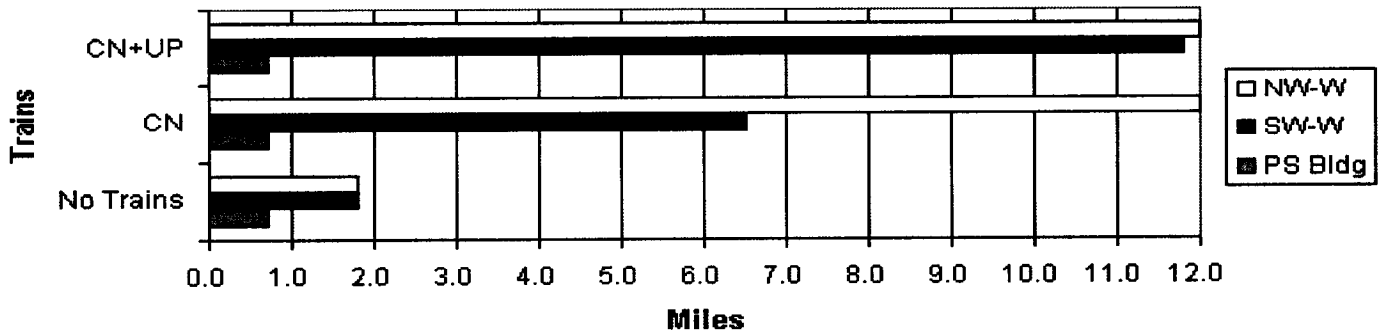
Fire Department Response Distances in Miles



Ambulance Response Times in Miles



Police Department Response Distances in Miles



More concerns are caused by the railroad passing by the borders of two parks, running within 600 feet of the high school, and crosses several marshes and wet lands. A derailment and in particular a hazmat situation could be very dangerous and not only endanger lives and property, but potentially contaminate our village wells which are the only source of our drinking water and the marshes and wetlands. The school busses cross these tracks 800 times during each school day and in addition to the safety issues there will also be an impact on their travel time. The environmental impact of train engine exhaust and the exhaust of vehicles waiting for train passage would be greatly increased. There is also the increased risk of people going around crossing gates and being hit by trains. The Union Pacific Northwest Commuter Line of 60 plus commuter trains plus their freight trains in combination with the E.J. & E. line CN trains cut the village into quarter sections of accessibility for emergency personnel if there were any operational problems or derailment issues blocking crossings and crossovers. The safety record of the Canadian National Railroad as reported in Canadian Railroad Safety Reports rates CN at a 1 to 2 out of 5 at the top and also indicated a fear among employees of reporting safety issues. We have lived in Barrington since 1964 and I am not aware of any safety problems or issues for the two

railroads that have passed through Barrington during this time. The economic impact on existing and potential new businesses and residential decrease in home values would be greatly felt and reduce the quality of life in Barrington. We understand the need for rail traffic into and through the Chicago Metro area and the need to reduce rail congestion, however, the expense of this should be met by the railroads and their shareholder and in CN case by the Canadian company. We also understand that CN may reduce its current traffic through Chicago, but can always in the future increase it again and is not bound to maintain traffic through Barrington after approval at any specific rate and may also increase the number, speed, and length of trains.

Barrington Area Map Key



Canadian National Railroad Grade Level Crossings



Union Pacific Railroad Grade Level Crossing



Good Shepherd Hospital



Lincoln Family Home

2

Fire Station 2

3

Fire Station 3

PS

Public Safety – Fire Station 1 and Police Department

