

Surface Transportation Board
395 E Street SW
Washington DC 20423

Attn: Phyllis Johnson-Ball
Environmental Filing
STB Finance

25 January 2008
Surface Transportation Board

CN-EJ&E LIS - FD-35087

Log and Distribution

Date Rec'd: _____

HDR File No: _____

Scanned (Initial): _____

STAECT #: _____

Cc: Original - Job File

RE: **STB # 35087 -- Canadian National purchase of EJ&E Railroad**

HDR

Dear STB board,

There are **four EJ & E grade crossings** bisecting the town of Barrington, Illinois & **three more** in the nearby outskirts from Otis road to Ela Road.

The length of the CN trains are stated to be at 7,500 to 10,000 feet or almost two miles long. (5,280 ft = one mile)

It should be noted that the EJ&E rails not only dissect the town east & west at Lake Cook Road on the west side, they also cross routes 59,14 and Lake Zurich road affecting north & south bound traffic through town. One train of this length would block all four crossings at the same time.

That translates to this rail corridor potentially blocking every direct access route to Good Shepherd Hospital 25-30 times a day from the SE sides of Barrington and Barrington Hills as well as the communities of South Barrington, Inverness, Deer Park & several un-incorporated areas.

The Union Pacific rails also cross the EJ&E tracks in the middle of Barrington and the above described blockage would also impact thousands of rail passengers traveling to and from their jobs in Chicago.

School District 220 is the only district in Illinois, (maybe the US), that transports students from **four counties**. School busses cross EJ&E tracks over **400 times a day** when school is in session. Twenty five or thirty trains a day will most definitely have a negative impact on school transportation as the High School is west of the tracks and the two middle schools east. In addition, after hours there are always students involved in extra curricular activities and school buildings are a natural place for community meetings and events.

Years ago I was on a troop train headed for Fort Ord, California. The locomotive jumped off the track crossing a highway outside Salinas blocking traffic for half a day. Yesterday

25 January 2008

I heard on the news that a train had derailed at Antioch, Illinois about 20 miles from here.

I haven't seen the situation of trains moving in opposite directions addressed in any of the literature. As most of the track is singular outside of town, does this mean passing trains will be parked or jockeying around on the double track in town when they pass ?

When I was growing up in Freeport, Illinois, Billy Aumock had a leg cut off climbing through a stopped train. Emanuel Williams was crushed to death between a freight car and the W.T. Rawleigh factory building located a few feet from ICRR switch yard tracks. With the layout of the tracks in Barrington and the proximity of the schools, it doesn't take rocket science to predict a tragedy in the making here. Boys will be boys.

Just a few years ago, in another predictable situation, a Union Pacific train wiped out a school bus killing four children only five miles away in Fox River Grove.

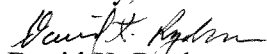
Adding this amount of rail volume will not only mean eventual devastation to a family and a daily traffic nightmare but would be a financial disaster for Barrington and surrounding communities.

Having said all that, here are some suggestions for **"the rules"** if this sale takes place.

- 1) Maximum train length 5,000 feet.
- 2) Train traffic allowed **only** between the hours of 12 PM and 5 AM.
- 3) Double track sidings for opposite moving trains will be 5,280 feet long and one mile from any grade crossing.
- 4) Trains parked on sidings during off hours must have engines turned off if within one half mile of any residence.
- 5) A minimum of 15 minute intervals between trains.
- 6) Any train blocking any intersection for **any reason** longer than **five minutes** will be assessed a fine of \$100,000 per minute. Multiple intersections = multiple fines.
- 7) CN will establish a \$10,000,000 fund for fines and crossing gates equipped with gate down timing devices. Five minute violations can be transmitted to a computer which will immediately issue a bank transfer to the applicable township(s). If the CN fund runs out of money the rail system will be shut down.

25 January 2008

Sincerely,



David K. Ryckman
157 L Helm Road
Barrington Hills, Ill 60010

cc: Robert Abboud
Karen Darch
Gene Dawson
Representative Melissa Bean