

I disagree with the entire plan for the sale of EJ&E to CN.

First I would like to know why CN in its' application stated that is to: improve its operations (why do they not work on improving them back in Canada), have access to various railyards in Chicago (they are 50 miles from barrington), and develop closer relations with companies/industries served by EJ&E (they can take them out to dinner without ruining our country).

The hearings already know that the state of Illinois (not a canadian business) cannot fund the improvements necessary to add profit to the CN bottom line (fund grade mitigations). So any consideration by the committee that is based on that premise that government can partner with CN is wrong. CN has already said it would not pay for proper infrastructure so if the state cannot pay, CN will not pay, who will pay?

If grade mitigation does not occur, you basically have cut the greater metro area off from the western, northern, and southern suburbs.

There should be no discussion of a sale unless the grade mitigations are fully funded by the CN as they are the ones going to profit by it. Any and all jobs created will end up being a negative because of lost jobs as businesses in the areas will close because people will not be able to get to them because of congestion problems that no one has ever seen the likes of.

Let's review Barrington, there are 6 crossing at grade and also the intersection of EJ&E with metra at grade. The buses for school are on one side of the tracks and the high school on the other (know one talks about that)

The roads that are at grade are Lake/Cook Road (a major thoroughfare with connections at route 53 a very busy highway) route 59 (a major thoroughfare that travels all the way to Wisconsin and connects to 90 a tollway), route 14 which you can take all the way from Chicago up into Wisconsin and runs parallel to the commuter line (metra) and you have other crossings that elia (a road that is used by many people going to the main arteries like route 12), lake Zurich road (less traveled but has many nature preserves) and the crossing in barrington hills area.

How is the traffic going to get through

There is 24 hours in a day

There are 31 commuter trains during the week going to Chicago that pass through barrington

There are 32 commuter trains that pass through barrington coming from Chicago

During rush hours there are many per hour and the rest of the day they are 1 per hour with freight trains already using the metra tracks going to and from Chicago

The report does not answer how the train traffic is going to get through the existing train traffic safely .

Of course, if the grade mitigation are put through all areas then the cars will get through but if not then traffic will back up the the origin of the motorist because you will have caused a 24 hour a day road block (from north to south, south to north, east to west, west to east)

If you put 24 freight trains that are 2 miles long through the town it will close all of the major and minor thoroughfares for 20 minutes (per CN) between the other freight trains and commuter trains the grid lock and quality of air will be very poor.

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Essentially, although not many outside communities are here today the quality of life for those towns will change drastically as well as people will just move away forcing the towns to be ghost towns as they will not be able to commute to work so a foreign company can profit by delivering goods and hazardous waste to our area (also the foreign company is delivering products that have not been inspected or touched by American workers but by foreign workers so they are employed but our longshoremen are not sounds like a great idea, NOT)

Do you remember 911 (it is 2 weeks away). Why would you subsidize bring in foreign products that have not been inspected by our people into the middle of the great lakes region (one of our biggest commodities fresh water to grow food with so we can eat). What are you even thinking about doing this

Management from CN boasted at makray that they were going to be making billions more on this and it only was going to cost 300 million and the us tax payers should pay for all improvements so their profit stays high well the state doesn't have the money so where will it come from.

Let's talk about their safety record or lack thereof, they are the worse at rail safety and you want them to rail hazardous material through the great lakes region (that is smart?) They have already killed lakes and regions with their spills and are slow to anything about it (high school very close to track along with electric plants, nature preserves with water supplies of many of the suburban communities (will they escrow the money to buy every piece of property that they contaminate at prior to contamination levels (see what answer you get from the arrogant ones I received at makray it was a definite no)

The current tracks are over 100 years old and the trains although much smaller and less frequent than the proposal shake the office in which I work, will the building rattle until it is leveled by the increased traffic (probably) so is that a good thing.

Chicago has overpasses on all major intersections (have you even been there to see) these need to be maintained like any other bridge is CN going to pay for maintenance or do they just want the billions in profit for delivering goods that take away american jobs and pushes the trade deficit higher with product coming from another country that has a poor record when it comes to human rights

We also have a thing called snow which can cause trains to get stuck fall behind what happens when one of these 2 mile long trains gets stuck blocking the entire town .

When the commuter trains cannot get through because they are running freight during rush hour everyone will resort to driving (I thought they wanted us to use public transportation which is it give a Canadian company billions and force our citizens to drive around train congestion to waste energy and have them pay for the profit of non us companies- what are you thinking)

CN is good at breaking promises and living up to their end of the deal. Their employees are afraid they will lose their jobs and be blackballed if they say anything against the company. So if you think they will allow public transportation on their tracks you are wrong.

Indiana is a state and it is our sister here in Illinois, how come they are not being included?

The hospital is located north of the tracks with the added cars because of congestion (long stops of 20 minutes will back up traffic for miles (it backs it up for miles with just commuter trains).

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Are the trains going fast and long or short and slow (which is it). I guess if anyone is for this they do not understand the entire region and how the dynamics of the area. The entire plan should be rejected based on what has been presented

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