

01368.012408. ~~QUIGG~~ QUIGG. PCTZ. 60010. D.N

Catherine Quigg
838 Harriet Lane
Barrington IL 60010
847/381-6695
kaytq@hotmail.com

Ms. Phillis Johnson-Ball
Surface Transportation Board
395 E. Street, SW
Washington, DC 20423

Surface Transportation Board
CN-EJ&E EIS - FD-35087

Log and Distribution:

Date Rcvd: _____

HDR File No. _____

Scanned (initial) _____

STAECC# _____

Cc: Original - Job File

Dear Ms. Johnson-Ball:

HDR

I have lived in Barrington for over forty years and witnessed many changes in our village. But I never thought I'd see the day when an outside force would trample our residents' safety, environment and quality of life to the extent that Canadian National portends with its plans to greatly increase freight train traffic on the EJ&E tracks in Barrington.

What's the worst that can happen: Gridlock with traffic backed up for miles and no alternative routes? An ambulance racing against the clock to Good Shepherd Hospital to save a heart attack patient? Fire engines or police trying to crack the congestion on Northwest Highway to maneuver a fire or auto accident on the west side of town?

They all pale by comparison to the potential for freight train accidents and derailments., Ask the residents of Tamaroa in southern Illinois about their worst day—February 9th, 2003. That morning 22 tank cars of a 108-car Canadian National freight train derailed in Tamaroa. Tank cars containing hydrochloric acid, vinyl chloride, methanol, and methanol/formaldehyde mixture ruptured, spilling their contents on the ground. Some methanol-filled freight cars caught fire. More than 1,000 residents, the entire population of Tamaroa were forced to evacuate, some for as long as a week.

Residents breathed in and their skin was exposed to harmful chemicals. Toxic substances contaminated their food and water supplies. They suffered physical pain, fear, anguish, and emotional distress. They not only incurred medical expenses but also experienced lost wages and diminished property values because of contamination.

Chemicals are bad enough—but what kind of shipments are we talking about? Tamaroa might be a cakewalk compared to the kind of long-lasting environmental devastation that would be caused by derailment of nuclear waste shipments.

At the January 9th event at Makray Golf Club, I asked a Canadian National representative if CN would contract for nuclear waste shipments. He said, “I don’t know. I’m not in marketing.” He may not know or care—but this is the kind of information, the Village of Barrington **needs** to know.

Spent fuel and other nuclear wastes put every town along the railway route at risk of severe accidents and terrorist attacks that could release catastrophic amounts of radioactivity. Each truck cask of irradiated nuclear fuel would contain 350,000 curies of radioactive cesium and strontium, or about 20 to 30 times the amount of harmful fission products released at Hiroshima. Every dedicated train hauling three or four rail casks would contain more radioactive cesium-137 than the total amount released during the Chernobyl nuclear catastrophe.

Does Barrington have adequate resources to respond to these kinds of accidents—either chemical or nuclear? Let us not go blindly into this bad night.

Sincerely,

Catherine Quigg