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COOK COUNTY

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August 27, 2008

Phillis Johnson-Ball
STB Finance Docket No. 35087
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Dear Ms. Ball,

My name is Eugene R. "Gene" Dawson, Supervisor of Barrington Township, a member of the Barrington area coalition and the TRAC (The Regional Answer to Canadian National) coalition Executive Committee.

My purpose in writing is to illustrate the impact on the communities which will be negatively impacted by the purchase of the EJ&E railroad by the CN (Canadian National) railroad.

The three areas of major concern are: Medical Emergencies, Public Safety and National Security.

Medical Emergencies: Let me begin by stating that we are in the service area of 5 hospitals. Advocate Good Shepherd Hospital, Barrington, Sherman Hospital, Elgin, St. Joseph's Hospital, Elgin, St. Alexis Hospital, Hoffman Estates and Northwest Community Hospital, Arlington Heights. With the projected length of the trains from 6,000 to 10,000 feet that will be passing through Barrington, the potential of shutting off the ability to cross the tracks will be negated to 3 of the 5 hospitals. Good Shepherd, St. Joseph's and Sherman. The remaining 2, St. Alexis and Northwest Community will be at such a distance that the "Golden Hour" allocated to any patient in distress will diminish greatly. All of these hospitals provide excellent service to their area but not at the risk of receiving a patient who was delayed by a train or rerouted due to the lack of the ability of emergency personnel getting them to the facility necessary to secure proper and timely care.

Public Safety: The Safety record of Canadian National leaves a lot to be desired. In their country of Canada, Canadian National remains under scrutiny and heavy pressure. In 2005, the government of Canada found 54% of locomotives, 50% of train brakes and 26% of crossings defective. A 2007 report by the Canadian Parliament found a “disconnect on safety issues between management and front-line workers.” That report also highlighted what company employees call “a culture of fear” when it comes to reporting safety-related problems.

The Village of Barrington and the Villages in the Barrington area are exposed to a very real and distinct problem of a disaster occurring within them. Based on the above paragraph, therein lies a recognized problem. Canada National has a less than poor safety record. By allowing them to purchase the EJ&E only promotes a greater chance for accidents to happen given the exposure that exists.

The Barrington Transportation Company provides bus service to School District #220. There are approximately 800 bus crossings per day. There are Fire, Medical equipment and Police personnel who need to cross the train tracks at any given time of day or night. In addition to the population they serve, their own safety is in jeopardy when having to traverse these tracks. In studying rail accidents back to 2001, it is apparent some of these trains will carry hazardous materials either in liquid or powder form that can lead to an exposure that does not have to exist. If it does, there will be a disaster of monumental proportions in the Barrington area. A train crossing at Lageshulte and Main streets is only hundreds of feet from Barrington High School when on any one school day can have 3000 students and staff present.

National Security: Since 911, the United States has been on high alert to protect this country and its people at all costs. If this purchase is allowed to take place the lives of everyone will be at risk. All of the information that has been gathered thus far has not addressed National Security. It has been reported that all of the inspections to be done on this railroad will be done in Canada. There have been no provisions to date that these rail cars will be re-inspected in the United States. I ask a very simple question. Without the precaution of additional inspections taking place in the U.S. do we really know what is being shipped? The answer is simply NO! That is why we need to mandate this be done and should be included as a requirement before any further consideration be given to this transaction.

SUMMARY:

Canadian National is a foreign, highly profitable company. A company that does not concern itself with the Safety and Security of the American people. Its' only concern is the **BOTTOM LINE** and the ability to move goods from Canada into the United States. They have not provided information to the Government agencies that have asked for it, nor have they worked in good faith with all of the communities affected. They do however expect without their full cooperation to be approved in this transaction. They also expect the American taxpayer to pay for their mitigation bill to enhance their ability to continue to profit. Is this the type of company we want operating in our country? **I THINK NOT!** It has been stated many times that historically Railroads have never had to pay more than 5-10% of mitigation expenses. Now is the time to change history and demand that these highly profitable companies pay what is necessary to get the job done without looking to outside sources, **THE AMERICAN TAXPAYER.**

I want to thank you for taking the time to review the above information. I know that you will see that this is not a good deal for the people but a very good deal for a foreign, profitable corporation. When reviewing this information please keep in mind that this could happen to you and your family, your neighbors and friends. This is not a **NIMBY** situation but another imposition of big business on the backs of the little guys.

Sincerely,

A handwritten signature in black ink, appearing to read "Eugene R. Dawson", with a long horizontal flourish extending to the right.

Eugene R. "Gene" Dawson, Supervisor