

Section of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Attn: Phillis Johnson-Ball
Environmental Filing
STB Finance Docket No. 35087

I am a resident of Barrington, IL, where the proposed acquisition of the EJ&E line by the CN Railroad is occurring. My home is approximately 300 yards from this track. Our way of life is about to experience a drastic change. The increase of 400% in train traffic will greatly increase the amount of time these crossings are blocked. The primary concern is safety. The children cross these tracks twice a day by bus to school. The basic needs of banking, grocery, post office, church and many other businesses will necessitate a minimum of 3 crossings each way. The increased time for emergency services to get to my home may be the difference between life and death medically and between salvageable damage and total loss of my home in a fire. The traffic tie-ups on the two major commuter roads of Rts 59 and 14 will greatly impact our village. I see huge financial losses to our village businesses as neighboring villages and even our current residents patronize other areas rather than deal with the traffic in Barrington. This of course will have a domino effect on other areas such as schools, park district, home values and taxes.

I have read the Draft Scope and have additional comments or requests for clarification as follows:

1. I see the proposed final decision as 4/25/2008. Is this a date for the final approval of the purchase by CN, or a final decision on the scope of study?
2. I would assume the CN knows where it plans to double track. Is this track improvement planned for our community, and if so exactly where?
3. The audit report of the CN safety record is of great concern. This is a highly populated area the CN will be coming through with historically poor response to derailments and collisions. Can improvements in their safety defects be included in mitigation?
4. Traffic will be stagnant getting through the Barrington area. How will the increased emissions and use of gasoline impact our area? This is most importantly a health, but also a financial concern.
5. With the hospital and emergency services separated by these tracks, can train traffic be tied into emergency dispatch to coordinate dispatch from the stations that might service the site quickest? We are less than one mile from the fire and police station; however, if a train is coming through, we might be served more quickly from North Barrington or Lake Zurich.
6. These trains will go through Cuba Marsh and adjacent to 2 of our highly used parks. What is the impact to the wildlife? Will fences be installed to divide railroad property from publicly used property?

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7. The noise will of course be a nuisance. Is there a possibility for sound walls for residential areas near the tracks? What has been done in the past with this issue?
8. What is the impact from increased vibration on the structural integrity to homes within close proximity to the tracks? Again, what has been a solution in the past?
9. What is the estimated decrease in home value both from being near the tracks and to the village as a whole due to increased traffic and safety concerns?
10. The CN obviously has plans to continue to grow this business and traffic. After the three years currently being discussed, can any further mitigation be done five or ten years down the line as they add more "improvements", longer trains, and more trains?

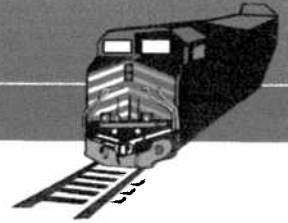
We love the Barrington community and are very proud of the services it has to offer. Business Week just named us the 25th best place in the nation to raise a family! If the CN is allowed to take over without your help, our community will be destroyed. Please help us to protect our community's future.

Thank you for your attention to our concerns.

Respectfully,

A handwritten signature in cursive script that reads "Jeanine Chapman".

Jeanine Chapman
702 Bent Ridge Ln.
Barrington, IL 60010



THE CN SAFETY RECORD -- WHAT THE MEDIA & OTHERS ARE SAYING

The Barrington Communities Against CN Rail Congestion Coalition has real concerns about what could happen in the greater Chicagoland area when CN begins increasing its freight traffic through the region. The CN record on rail safety is deplorable. At CN, it appears from public records and media reports that profits and productivity goals may take precedence over human and environmental safety.

FROM THE U.S. NATIONAL TRANSPORTATION SAFETY BOARD:

- July 10, 2005 – Two CN freight trains collided in Mississippi derailing 23 cars and releasing 15,000 gallons of diesel fuel that burned for 15 hours. Results – 4 fatalities; 100 residents evacuated; property damages exceeding \$9.5 million; environmental clean-up costs totaling \$616,800. Cause – CN crew fatigue.
- February 9, 2003 – Train derailment in Tamaroa, Illinois with derailed cars releasing methanol. Results – evacuation of an entire village of 850 residents living within a 3-mile radius; fire. Cause – improper rail construction by CN.

FROM AN APRIL 21, 2007 CANADIAN TELEVISION (CTV) W-FIVE STORY:

A year and a half after the Transport Canada inspections, the audit report has been made public. The recently released report reveals some shocking information about CN's safety record:

54% of locomotives had safety defects.

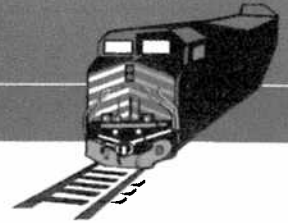
37% of locomotives had Labor Code violations.

50% of train brake tests had safety problems.

26% of CN Rail Crossings had inadequate sightlines.

Audit inspectors also found that most employees reported "there is more emphasis on productivity than on safety."

W-Five requested an interview with President and CEO Hunter Harrison to discuss CN's safety record, derailments, and Transport Canada's audit, but CN refused to participate.



FROM A FEBRUARY 10, 2007 CANADIAN TELEVISION (CTV) W-FIVE STORY:

CN's derailment record is disturbing. In 2005, CN had an astonishing 103 main-track derailments in communities across Canada. That's an average of one derailment every three-and-a-half days.

The CN train that derailed above the Cheakamus River had 144 cars. Longer trains mean bigger profits.

Long-time transportation consultant Greg Gormick says profit-seeking may be behind some of the CN derailments. "Cost cutting that's gone perhaps too far to satisfy investors," Gormick tells W-FIVE.

Cost cutting that is leading to safety problems -- at least that's what Rhodes (a CN Engineer who was the only surviving crew member of a CN rail derailment on June 29, 2006) thinks. "Every train going through this country right now, it's a dice roll with CN," he says.

W-FIVE wanted to talk to CN about their safety history. After weeks of negotiating an interview date, CN agreed to talk to us, on camera -- only to back out of the interview the day before. Instead, CN sent us a seven-page letter extolling their safety record and commitment to safety.

FROM A MARCH 4, 2007 GLOBE AND MAIL ARTICLE:

Transport Canada launched a two-phase CN safety review, which included equipment inspections and an audit of safety management practices.

The first phase of the review found "high safety defect rates" in CN locomotive and freight cars, ranging from minor concerns like loose light bulbs to higher-risk problems with brakes or suspension systems.

The second phase of the review, which focused on safety management practices, found CN had taken steps to improve safety but noted a "disconnect" on safety issues between senior management and front-line workers. Some, the report said, felt "pressured -- productivity, workload, fear of discipline -- to get the job done, which could compromise safe railway operations."