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Surface Transportation Board
395 E Street, SW
Washington DC 20423
Attn: Phillis Johnson-Ball

Re: Environmental Filing
STB Finance Docket No. 3508

January 24, 2008

Dear Ms. Johnson-Ball:

I am a resident of Barrington, Illinois. My home, where my family and I have lived for 8 years, is less than 100 yards from the EJ&E railroad tracks that run through Barrington. I recently heard that Canadian National Railway Company (CN) had proposed a project that would bring at least 15 more trains per day down those tracks. This announcement alarmed me greatly. I became even more concerned when I heard that this estimate did not account for large increases expected in train traffic throughout the Chicago area over the next 20 years. It also did not take into account the curve in this rail line in the center of the Village of Barrington, necessitating slower-than-average freight speeds due to the risk of derailment. The drastic increase in not only noise, but most importantly the safety of my children will affect my quality of life and the quality of the environment in my community. Here are just a few of the issues that greatly concern me:

- Our community experiences death due to the at-grade crossings each year with the current traffic on the two tracks running through town. Just last month, yet another youth died while crossing the busy UnionPacific tracks. Increasing traffic on these EJ&E tracks would exacerbate instances of pedestrian death.
- What further increases this risk is these EJ&E tracks separate our home and several housing developments from a myriad of services which our young people walk and ride bikes to, including schools, the Barrington Library, the new Citizen's Park, Cuba Marsh paths, the village shopping centers, and all restaurants.
- These tracks also separate our home and several housing developments from emergency services including fire, rescue, and police. A freight train will reduce our emergency response time, or at worst, a stalled freight train would effectively cut off our emergency services.
- If you analyze the at-grade crossings, and distance between them, nearly all major thoroughfares throughout the Village of Barrington are in jeopardy of simultaneously being blocked. These tracks also intersect in the Village with the other heavily-used UnionPacific tracks which include several commuter trains each day. Even today, many of these streets are blocked while freight trains wait for crossing at the UnionPacific tracks. Increased traffic will exacerbate this instance.

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

Legal Department

Case File # _____

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- The Village of Barrington is not the only 1800's village that has at-grade railroad crossings in Illinois, but it is one of the few to have all at-grade railroad intersections and two rail lines. Due to typical suburban expansion and increase in automobile and truck traffic, the pressure on surface roads has increased like anywhere else. What makes the Barrington situation even more concerning is state highway #59 which runs through the center of the village and crosses both rail lines in the center of town. The proposed increase of the EJ&E line further exacerbates the Route #59 problem with more delays for automobiles, trucks, and pedestrians, prompting unsafe crossing behavior. The close proximity of both tracks and the rail depot causes the guard rails to falsely descend, block traffic and pedestrian crossing, while the commuter trains let off passengers at the depot. The rail guards briefly retract and then promptly descend again when the train moves from the station. Familiarity with this quirk causes complacency, especially with young people on foot who cross constantly with the guards down. Increased traffic on the EJ&E line would most certainly cause more deaths due to this combination of circumstances that cannot be easily remedied.
- Our family crosses these EJ&E tracks at least 10 times each day by car, foot, and bicycle. My 12 year old son crosses these tracks alone, on foot or on bicycle at least 2x/day to get to school, and several more times to access the library and activities. On a busy weekend day, we could easily cross more than 20 times as we criss-cross our errands to the hardware store, soccer practice, church activities, grocery shopping, etc. An increase in rail traffic alarms me that our quality of life and safety is at risk.
- Our home is less than 100 yards from these tracks, and it concerns me that an increase in freight traffic would also draw hazardous cargo at a much higher frequency than running across the line currently. This line also has a significant curve in the center of town, and a rail accident due to higher speeds would most certainly result in a high number of injuries due to the close proximity to large numbers of housing developments. *This is a very high speed curve and has not been considered in any impact analysis of the traffic clearances and at-grade crossing to CN.*
- These tracks also run through a bird sanctuary within the Lake County Cuba Marsh Preserve. This 'no human entry' area will most certainly be significantly disturbed with any construction and expansion on the line. An environmental impact study is specifically on the nesting environment and safety of the protected species through this preserved land is imperative.
- Quality of life in the Village of Barrington today is serene and enjoyable. We live adjacent to magnificent public land and a variety of nature trails. This is why we chose Barrington when our family relocated to Illinois 8 years ago. A freight line with traffic proposed by CN would most certainly destroy that quality of life, with noise from engine, squealing wheels, at-grade crossing horns (also less than 200 yards from our home at Lake Zurich Road) and therefore have a direct, negative effect on our property values.

I have been informed that you are responsible for reviewing Canadian National Railway Company's proposal. I think that the effects I discussed above warrant serious

consideration before you allow Canadian National to move forward. You hold the safety and well-being of not only my family, but that of an entire region in your hands. I trust that you and the rest of the Board will thoroughly review Canadian National's proposal for any and all effects on the environment and affected communities. Please do not approve this proposal until you are certain the issues I listed on pedestrian safety, emergency services availability, and quality of life will not suffer. Thank you.

Sincerely,

Joseph Gurreri (homeowner)

Monica Gurreri (homeowner)

Caitlainne Gurreri (adult child)

Matthew Gurreri (adult child)

Ryan Gurreri (age 12)



Monica Gurreri

Caitlainne Gurreri

Matthew Gurreri

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Elm Creek

Barrington, IL 60010

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