



CN | EJ&E

Environmental Impact Statement

# Scoping Comment for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company STB Finance Docket No. 35087 Comment Form

## How Do I Submit Comments?

- **Written Comments:** Complete and submit this form at the public open house scoping meeting, or follow the directions on the reverse side of this sheet to mail your comments.
- **Recorded Comments:** Provide your comments to a member of the project team or court reporter at this public open house scoping meeting, or call the toll-free project information line: 1-800-347-0689.
- **Electronic Comments:** Submit electronic comments by visiting the Surface Transportation Board's website, [www.stb.dot.gov](http://www.stb.dot.gov), under the heading "E-Filing."

Please refer to STB Finance Docket No. 35087 in all correspondence addressed to the Surface Transportation Board. Comments must be submitted by February 1, 2008.

Please see attached  
comment form and  
newspaper article

Surface Transportation Board

CN-EJ&E EIS - FD-35087

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Date Rec'd.

STB File No.

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STB EIS #

Co-Original - Job File

HJR

What scoping meeting did you attend? (Please circle): Mundelein, Barrington, Joliet, Matteson, Gary, West Chicago, Chicago.

Name: *Mary Margaret Olson*

Address: *96 old M.I.*

City, State, Zip: *Barrington IL*

Date: *1/29/08* *6000*

## YOUR INPUT IS IMPORTANT!

Comments provided by the public help determine the scope of the environmental review.

STB Finance Docket No. 35087

1/29/08

To: Surface Transportation Board

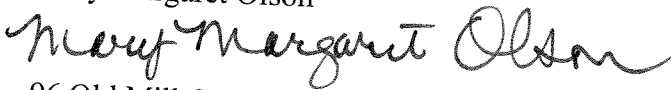
I, as a taxpayer and 18 year resident of Barrington, IL am 100% strongly opposed to the proposed CN acquisition and its aggressive growth plan to increase freight /rail traffic by 400%. This plan would have a profoundly detrimental and negative effect on the village of Barrington, all of its residents and those of its neighboring communities from traffic, noise pollution and most of all health and safety issues. I am not that familiar with the train industry other than to know they are a multi-million dollar business. The analogy of "David and Goliath"-David being the village of Barrington and Goliath being Canadian National seems very appropriate.

I am begging for common sense and the interest of health and safety for our current residents and those of the future to be placed above economics. Moreover, I am concerned for the innocent children, those who do not yet have a strong voice for themselves and are particularly at risk traveling to schools and in and about the village. Barrington has seen many rail tragedies involving children. If rail traffic increases to the projected 400%, I shutter to think of potential dangers this poses. District 220 has already validated the necessity of crossing the rail tracks 400 times per day by school buses alone!

Finally, the one compelling question that needs be asked is: How in the name of health and safety can this proposal be allowed? It simply must NOT be allowed to take place. Please refer to the attached letter which I completely agree with regarding impact of this proposal on other key health/safety issues involving emergency response services. Thank you for your time and consideration regarding this critical issue.

Sincerely,

Mary Margaret Olson



96 Old Mill Ct.

Barrington, IL 60010

01669. 012908. Olson. PCTZ. 60010. O.N. CF

Michael Deering is director of communications at Advocate Good Shepherd Hospital.

People who work in healthcare and medicine — particularly in trauma and emergency medicine — derive great satisfaction from helping desperately sick and injured people in our communities. It's not a job to them so much as it is a calling. They love what they do, and their first priority is to do what's right for their patients.

That's why at Advocate Good Shepherd Hospital we're so concerned about the Canadian National Railway's plans to purchase the EJ&E line and run some 29 trains through the heart of the Barrington communities each day. There will be significantly negative consequences. This is the most important issue that this community has faced, and it will forever change the character of our town. We're not exaggerating when we say, lives can — and very likely will be lost through this proposition.

Good Shepherd is a Level II Trauma Center, and that means that we handle all but the most dire cases. Our emergency department handled 750 serious trauma cases last year. Approximately a third of ambulance runs from the area to Good Shepherd originated on the other side of the EJ&E tracks. A trauma patient has what's called the "golden hour," from the time of significant injury to treatment. This is the window of opportunity when their chances of survival are best.

Many trauma cases are vehicle collisions, and as you know, it takes an accident to be responded to, police and fire teams to arrive, assess the victims, work to extricate them, and call for an ambulance. The victims are then transported here, all while the golden hour's clock is ticking. It often leaves our doctors, surgeons and trauma nurses with precious little time on their side to treat the victims in the "golden hour." If their ambulance sits waiting for an extra 10 to 15 minutes for a freight train, their lives are compromised. If they're hemorrhaging, they could very well bleed out waiting for the tracks to clear. They'll be literally hemmed in by these rolling barriers, unable to reach the hospital west- or northbound through town.

And, Illinois law states that for Good Shepherd to serve as a trauma center, its surgeons and specialists must be able to arrive within 30

minutes of a trauma. If the physicians are on the wrong side of the tracks, they will not be able to arrive in time to help.

Members of our ER are all too familiar with another danger posed by train traffic. Many were here in October 1995, working to save the lives of Fox River Grove children after a train tore through their school bus, killing seven and seriously injuring 24. It was heartbreaking, and they'll never forget it. The Barrington School Board reports that school buses cross the EJ&E line nearly 400 times per day.

Heart disease is the number one killer in Illinois, and the reason we established our outstanding, state-of-the-art cardiac care center, considered by many to be the finest in the region. If a person has a heart attack in downtown Barrington, they're just 10 minutes from Good Shepherd's ER and cardiac center. But, if their ambulance's path is blocked by a freight train, they're 13 miles and 23 minutes from Northwest Community and 12 miles and 22 minutes from Sherman — the next two closest accessible hospitals with comprehensive cardiac capability.

If the victim is in cardiac arrest, it's a fact that ~~if the response~~ if the response is delayed, it increases the likelihood of mortality by 10 percent. If they wait just five minutes for a freight train to pass — as CN representatives at the hearing boasted would be the best case scenario — the victim faces a 50/50 proposition that they're not going to see another day. This is to say nothing of the fact that paramedics might not even be able to reach many of our citizens, who'll now find themselves literally on the wrong side of the tracks. If the best case is that CN's 1.5 mile-long trains only take five minutes to cross six Barrington intersections, the proposed 29 trains will block our roads for two hours and 40 minutes of every day.

Many in the emergency room can look back to instances when Barrington women arrived by car just in time to give birth in the ER. Babies were even delivered in our parking lot as they pulled up. Imagine how long 10 minutes will feel parked in front of crossing gates while experiencing full contractions. And, the CN's plan is to run more than one train on the average of every hour of the day and night through the heart of our town.

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# ESSAY

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There's also the issue of asthma. Just in 2006, our emergency room cared for 140 asthmatic attack patients, the majority of them, children. With the quadrupling of locomotives literally in people's backyards, we'll get an intimate understanding of why many environ-

mentalists refer to them as "smokestacks on rails." Diesel locomotives are the single largest source of fine particulate matter in the United States; it's one of the top triggers for asthmatics. The increase in air pollution will result in more asthma attacks. And, asthma kills. The irony is that the very rail traffic that causes more asthma attacks in children may also be the same freight trains

that bar them from reaching the hospital in time. That's a frightening one-two punch for their safety.

In its own application, CN insists this transaction "will have no adverse safety effects." Considering the realities, Advocate Good Shepherd Hospital respectfully disagrees. This community faces very real public health and safety threats from the Canadian National Railway.