



**THE VILLAGE
OF
BARTLETT**

VILLAGE PRESIDENT
Kevin Wallace

ADMINISTRATOR
Paula Schumacher

VILLAGE CLERK
Lorna Giles

TRUSTEES
Raymond H. Deyne
Stephanie Z. Gandsey
Daniel H. Gunsteen
Adam J. Hopkins
Aaron H. Reinke
Renée Suwanski

304001

ENTERED
Office of Proceedings
February 25, 2022
Part of
Public Record

February 25, 2022

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
U.S. Surface Transportation Board
395 E Street, Southwest
Washington, D.C. 20024

Dear Ms. Brown:

RE: STB Finance Docket 36397

Dear Ms. Brown:

On behalf of the Village of Bartlett, School District U-46, Bartlett Area Chamber of Commerce and the Bartlett Fire Protection District, I am attaching for e-filing for STB Docket 36397 several letters. Please do not hesitate to contact me with any questions or concerns.

Sincerely,

Samuel Hughes

Cc: All Parties of Record



**THE VILLAGE
OF
BARTLETT**

VILLAGE PRESIDENT
Kevin Wallace

ADMINISTRATOR
Paula Schumacher

VILLAGE CLERK
Lorna Giless

TRUSTEES
Raymond H. Deyne
Stephanie Z. Gandsey
Daniel H. Gunsteen
Adam J. Hopkins
Aaron H. Reinke
Renée Suwanski

February 25, 2022

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
U.S. Surface Transportation Board
395 E Street, Southwest
Washington, D.C. 20024

Dear Ms. Brown:

RE: STB Finance Docket 36397

On behalf of my fellow Bartlett residents, I would like to thank all parties involved in this interchange dispute, especially the STB for continuing to take a hard look at this issue. We understand that given the court ruling, CN has the right to move the interchange away from Spaulding indefinitely. I'm sending this letter to reiterate how much of an improvement moving the interchange away from Spaulding, has had on the daily lives of our residents. Since August 2019, complaints about train stoppages blocking two of our most important thoroughfares are virtually nonexistent.

As we have explained in previous letters, standing trains have a domino effect on vehicular traffic causing residents to either wait for an undetermined amount of time until the train fully passes the tracks or pulling an illegal U-turn. Not only is this bothersome to our residents driving, it can be deadly in the event of an emergency. Cutting off the entire western portion of Bartlett for extended periods of time from all three fire stations and our police station can cause serious issues during emergencies. Additionally, the reduction in blockages has significant economic benefits to the village as more people come through town patronizing local businesses. We appreciate you taking the time to consider this letter.

Sincerely,

Kevin Wallace
Village President

KW/sh



School District U-46

Education Service Center

355 E. Chicago St., Elgin, IL 60120-6543

Tel: 847.888.5000 x5007

Fax: 847.608.4173

Tony Sanders, Superintendent

www.u-46.org

February 23, 2022

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
U.S. Surface Transportation Board
395 E Street, Southwest
Washington, DC 20023

Dear Ms. Brown:

School District U-46 supports The Village of Bartlett in their opposition of the proposal by CP to bring back a switching station at Spaulding Road. School District U-46 is the second largest school district in Illinois and transports over 27,000 students to and from school on district owned buses every day. The CN/EJ&E line interchange at Spaulding is within the 91 square mile boundary of School District U-46.

Returning a switching station at Spaulding Road will cause significant delays to school bus transportation for three of the district's elementary schools. Wayne, Bartlett, and Liberty Elementary Schools are affected several times a week with delays in students arriving at school on time or getting back home in a timely manner. These delays can be up to 30 minutes. At least five other schools are adversely impacted by stopped trains but not as significantly as the others listed above. Re-routing buses is costly and still does not allow for students to arrive at school on time.

We appreciate the opportunity to submit School District U-46's concerns.

Sincerely,

A handwritten signature in blue ink, appearing to read "Tony Sanders", is written over a blue circular stamp. The stamp contains the text "Tony Sanders Superintendent" in a blue, sans-serif font.

Tony Sanders
Superintendent



335 S. Main Street
Lower Level - BMO Harris Bank
Bartlett, IL 60103
630.830.0324
www.bartlettareachamber.com

February 24, 2022

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
U.S. Surface Transportation Board
395 E Street, Southwest
Washington, DC 20023

Dear Ms. Brown:

I am writing on behalf of the business community in Bartlett, IL to address the previous prolonged railroad backups on West Bartlett, Stearns and Spaulding Roads. The Village successfully addressed these concerns with CN and CP on numerous occasions. We understand that there is a proposal by CP to move the interchange operations to Spaulding that would increase at-grade blocked crossings. On behalf of the Bartlett area businesses and residents affected by lengthy delays and safety concerns when cut off from emergency police and fire services, the Bartlett Area Chamber is in support of this request. We ask that you **DO NOT** bring back the interchange at Spaulding. The previous decade had negatively impacted the operations of our local businesses, affecting sales, as well as employees and increase the safety of our residents and offer greater accessibility to business location west of the track, also providing better access to police, fire and ambulance services. In the past few years with the interchange not being present, we have directly seen a reversal of previous trends. We appreciate the opportunity to submit the Chamber's concerns.

Sincerely,

A handwritten signature in blue ink that reads "Nanette Gudenkauf". The signature is fluid and cursive, with a long horizontal stroke at the end.

Nanette Gudenkauf
Bartlett Area Chamber of Commerce
President & CEO



BARTLETT

FIRE PROTECTION DISTRICT

Ms. Cynthia T. Brown
Chief, Section of Administration Office of Proceedings
U.S. Surface Transportation Board
395 E Street, Southwest
Washington, DC 20023

Ms. Brown:

The Bartlett Fire Protection District (District) recently became aware of Canadian National Railway's desire to resume interchange operations near Spaulding Road. The relocation of the railway interchange presents tremendous concerns for the health and safety of our residents who reside west of CN's rail. The interchange had previously been located near Spaulding Road, which led to frequent significant delays in our response to calls for emergency services.

The District operates a staffed fire station one-quarter mile east of the West Bartlett Road at-grade crossing. More than 1,300 homes are currently located west of the CN rail and are protected primarily by the fire station located east of the rail. The District explicitly built the fire station to provide fire suppression, emergency medical services, and rescue service to the western portion of the fire district. When the station location was chosen, and the station was constructed, CN had not purchased the EJ&E railway, and the rail traffic was virtually non-existent.

Since CN's acquisition of the EJ&E and utilization of the Spaulding Road interchange, the frequency of rail traffic, and subsequently, delays caused by blocked grade crossings has spiked tremendously. The District had worked diligently with the Village of Bartlett to advocate for the interchange to be moved away from Spaulding Road. After successful advocacy for our residents, the frequency of grade crossing delays experienced by emergency services was dramatically reduced.

The utilization of the Spaulding interchange effectively cuts off the residents west of the tracks from emergency services. The District has no alternative route to avoid the crossing delays. The nearest overpass to guarantee access across the rail adds 4 miles of travel distance and at least 13 minutes of response delay.

On behalf of the Bartlett Fire Protection District residents, I respectfully ask for your consideration in keeping the rail interchange outside Bartlett. As you are aware, the effectiveness of our emergency services is heavily dependent upon our ability to reach the scene quickly. A delay in response as minimal as one minute can have a tremendous adverse impact on the outcome of a patient's medical condition or the growth of a fire.

Sincerely,

William Gabrenya
Fire Chief