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BARRINGTON

August 29, 2018

246390

Mr. Jim Kvedaras
Director of U.S. Government Affairs
Canadian National Railway
17641 South Ashland Avenue
Homewood, IL 60430

ENTERED
Office of Proceedings
September 18, 2018
Part of
Public Record

Via email to Jim.Kvedaras@cn.ca

Dear Jim:

Docket No. FD 35087 (Sub No. 8)

Thank you so much for your letter of August 24, 2018 regarding the ACS system that was offered to the Village of Barrington on November 22, 2016 in response to the Surface Transportation Board's order of December 24, 2008 requiring mitigation to assist emergency responders in Barrington.

As an initial point, I would like to remind you that Barrington has never signed any agreement with CN to secure any version of the ACS technology. CN instituted the ACS technology in lieu of installing crossing cameras to meet the Board's Mitigation Condition 18 – an order that lawfully obligated CN to institute emergency responder mitigation in Barrington. As a result, the Village has never needed to execute any licensing agreement. That CN may have decided to provide the ACS technology to other EJ&E communities on a voluntary basis if they signed a licensing agreement is really not material with regard to CN's obligations to Barrington in light of the Board's conditioning authority.

If CN would like to have the latest version of the ACS technology installed in Barrington as clearly ordered by the Board, I do not object. Please note, however, that after our experience with its lack of efficacy as outlined in our August 8, 2018 petition filed with the STB, Village officials charged with public safety know it will not be of any real assistance – especially with emergency response. Simply put, we know that it will not assist victims in need of timely critical care who must be transported from the south side of the tracks northwest to Advocate Good Shepherd Hospital simply because any alternative routings or alternative hospital choices add an unacceptable level of time to the transport – time that victims of heart attack or stroke cannot afford. Time costs heart function in cardiac event victims. Time reduces brain function in stroke victims.

Additionally, while I appreciate your offer to have the region's emergency responders contact the CN Communications Centre hotline for help with routing decisions, that offer fails to understand that even the CN system has many flaws¹ -- as highlighted by the June 12 incident involving a stopped freight train blocking Barrington's CN rail crossings as a result of mechanical failure. CN's own GPS-based system showed the June 12 train in motion -- even when it was clearly stopped and had

¹ <http://www.viddler.com/v/69638998>

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been so for a few minutes, and could not even determine the train's exact location without the help of our emergency responder eyes on the ground (since the GPS system showed the train still moving.)

As shown on June 12, the bottom line remains that even if the ambulances taking patients to the Hospital had contacted your Communication Centre as they were beginning the transport, they would have been in the same position as they ended up in on that day. Why? Because your Communications Centre would have had no idea that the train would shortly be experiencing a mechanical failure and block all of the Village crossings for nearly an hour. But even if that break-down hadn't occurred and the train kept moving, CN's GPS system does not indicate in real time if a train is still moving or actually stopped; where exactly the train is located; how long that train is; and, how fast the train is moving. Once again, we are back to the Russian Roulette question of whether any ambulance should attempt to beat a CN freight train by heading for the nearest CN rail crossing or take an alternative that will always add an unacceptable amount of time to the patient transport.

Finally, please consider that even if a call to CN would ever yield helpful information, it is simply ridiculous to believe that an ambulance driver -- while in the midst of stabilizing a patient in need of critical care -- or a 9-1-1 dispatcher (with or without the ACS technology) should put a call into CN for the 400-plus annual times the transport requires crossing the CN rail line. Even if the CN Centre told the dispatcher or the driver to avoid any of the closely spaced crossings in Barrington based on a train moving in the general vicinity, the alternatives are always going to be less than optimal and more time-consuming in terms of patient transport.

Jim, this issue may be academic to you and CN's management because it will not be any of you or one of your loved ones having a less than optimal medical outcome (or even death) because a train delays access to critical care at Advocate Good Shepherd Hospital. It is not academic, however, to the people in the region who find themselves in a medical crisis. Barrington needs one failsafe unimpeded route to that hospital -- and such a route requires a grade separation at U.S. Highway 14.

Sincerely Yours,



Karen Darch
President
Village of Barrington, Illinois
847.304.3445
kDarch@Barrington-il.gov

cc: Board Members, STB
Jeff Lawler
Chief Jim Arie
Chief Dave Dorn

*Chairman Begeman,
Thank you for your
attention to this critical
issue for Barrington.
Karen Darch*

CERTIFICATE OF SERVICE

I certify that I have this 11th day of September 2018, served copies of the August 29, 2018 letter from Barrington Mayor Karen Darch to CN's Jim Kvedaras upon all known parties of record in Docket FD35087 (Sub 8) by first-class mail or a more expeditious method.

A handwritten signature in cursive script, reading "Suzanne M. Devane".

Suzanne M. Devane
President
HD Resources