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Patricia Karon
986 Bosworthfield Road
Barrington, IL 60010

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

Ref: STB Finance Docket No. 35087

Dear Johnson-Bell:

The EJ&E has a line that runs through the heart of Barrington. If CNR is successful in their bid to buy EJ&E, the number of freight trains that would run each day on the EJ&E line would increase from approximately 3 to 5 to 20. The gridlock created by adding 15 more freight trains at each of the four railroad crossing in the Village, would essentially curtail all vehicular traffic in the Village, impeding school bus movement to and from schools and interrupt ambulances to Good Shepherd Hospital. The delays would eventually destroy the viability and vitality of the community.

Ambulances rushing to the hospital, delayed at a railroad crossing, could be life threatening. For school children, buses encountering crossing delays could make them late to school and could double or triple the time spent on the bus. It also increases their bus time on their ride home from school. School buses cross the EJ&E tracks 370 to 400 times a day. For those children walking or bike riding to school, railroad crossing present a serious safety concern. Rail commuters are also at risk and are faced with the same delays.

Given that the Canadian National Railway recently received the lowest grade level possible on implementing safety management systems (SMS) that are designed to offset accidents and other safety hazards. On a scale between one to 5, Five (5) being the optimum level, CN was between a level 1 or 2. According to the report the increase in rail accidents in Canada over the last few years have caused "serious" repercussions in terms of "human fatalities and environmental damage". The report cited CN for several safety concerns that include failed communication between senior management and frontline workers on clearly defining management's commitment to safety; limited training for newly hired employees and creating a "culture of fear" for workers with regard to non-punitive reporting on safety violations.

It would be disastrous if there was an accident in our area. The environmental impact would be devastating.

Sincerely,



Patricia Karon

A concerned citizen