

Klaus G. Ittner

651 Bent Ridge Lane
Barrington, IL 60010
847.277.0733

00106-112507, I ITTNER, PCT2, 66010.0.Y.

November 25, 2007

Ms. Victoria J. Rutson
Chief, Section of Environmental Analysis
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423-0001

Dear Ms. Rutson:

I am a resident of Barrington, Illinois. My family and I have lived in our current home for 10 years. We live north of the EJ&E railroad tracks which the Canadian National Railway Company is seeking to acquire.

We have grave concerns over CNR's proposed usage of this track.

Not only would CNR almost immediately bring at least 15 more trains per day down those tracks, its future usage has not clearly been defined in its purchase application. The three year projection CNR provided in its application is woefully inadequate and does not provide the STB and our community with a concise figure as to the true increase in the number of trains that will use this track. Not only does it not include any projections of its own use beyond the initial three years, it ignores any usage projections by the other four mega-railroads that CNR plans to bring into its Grande schema. For a company like CNR not to have TOTAL short and long-term projections for a size of investment and project scope of this magnitude is completely unimaginable. It makes one wonder!

Added to the questionable number of actual, additional trains that will use this track is the anticipated length of these trains. CNR's proposal to run 6000ft trains on this track is totally mindboggling. Each and every arterial road crossing this track, and they are some very sizable state roads, will be virtually shut down as the trains pass through town. This not only will literally cut Barrington in two, but it will most certainly and substantially impact major north-south and east-west traffic flows in this part of the State.

The ACTUAL volume of train traffic in terms of numbers of trains and the length of trains caused by CNR's proposal needs to be accounted for. It also needs to be taken into consideration by the STB. This CNR proposal runs through the heart of substantial population centers, not just through cornfields or some sleepy rural towns.

We cross this track about 40-50 times a day. I could just imagine extrapolating this by each and every family that lives within a few mile radius, let alone including the total volume of automobile traffic that passes through this area on a daily basis. When one thinks about it and the total crossings that are involved and how they will be impacted by CNR's purchase, it makes this proposal extremely surreal.

Public health and safety are two critical aspects that the STB needs to account for in its process of reviewing CNR's proposal. The track in question literally cuts the community in half with Public Safety (Police, Fire & Ambulance) on one side of town and the hospital on the other. All of these serve a much more expansive total area. An increase in magnitude of train traffic even at the minimum level as provided

by CNR will greatly increase the probability and propensity that potential tragedy will occur because emergency services will be delayed by the new CNR train schedule variable. Every minute delay that is caused by a 6000 ft train crossing is a minute that someone with a heart attack or burning house can ill-afford to lose. What's even worse is when these massive trains, for one reason or another, get held up and block all of the east-west and north-south crossings. CNR may say that it has done extensive analysis and planning to minimize such an occurrence from taking place, but can it guarantee it? Just ask for it in writing!

These issues do not even address the concerns we have for our eight year old daughter and the other young children of our community as they cross these tracks to go to their area park. We teach them safety, but they are only precious youngsters that do not yet fully realize the full danger that freight trains pose. Simple crossing gates in residential areas do NOT provide ample protection from the increased train traffic that CNR brings.

When reviewing the CNR proposal, we the citizens of Barrington, the surrounding communities, and all of the communities that will be negatively affected in our safety and well-being implore you not to rubber stamp this proposal without doing MAXIMUM impact studies on the negative effects, both immediate and long-term, that CNR will bring and force us to endure. Please do not approve this until you are 100% absolutely certain that that what you see is what both of us will get.

We are not against commerce, just against publicly-made nebulous plans and how they will affect the quality of life of the established communities in the path of CNR.

Please remember that it only takes one heart attack and one delay to cause a tragedy!

Sincerely,

A handwritten signature in black ink, appearing to read "Klaus Atten". The signature is written in a cursive style with a long horizontal flourish extending to the right.