



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

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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, 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.

SEE ATTACHED MEMO

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

YOUR INPUT IS IMPORTANT!

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

Name: CHARLES A. WESTCOTT

Address: 21024 N. CRESTVIEW DR.

City, State, Zip: BARRINGTON, IL 60010

Date: JAN. 9, 2008

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MEMO TO: Surface Transportation Board

FROM: Charles and Lorraine Westcott
21024 N. Crestview Drive
Barrington, Illinois 60010-2924

DATE: January 9, 2008

SUBJECT: Acquisition of EJ & E Railway Freight Line by Canadian National Railway

Our concern over the increase of freight traffic resulting from the purchase of the EJ & E Railway Freight Line by Canadian National Railway is *extreme*. We have been Barrington area residents for more than forty-three years. We reside within a mile and a quarter of no less than five EJ & E Railway grade crossings. Our concerns are fourfold; namely, local natural environment, public safety, vehicular traffic and economic impact

The EJ & E line runs through almost ten miles of the Flint Creek watershed, a major tributary of the Fox River, crossing the creek in four locations and adjacent to it for much of its flow through the Village of Barrington. Within this watershed area are several heavily used public recreational areas, including the Barrington Park District's Langendorf and Citizen's Parks and the 780-acre Cuba Marsh Forest Preserve. The impact of significantly increased freight traffic will endanger the quality of the wetlands and the enjoyment of the thousands of citizens using the parks and preserve for recreation. Increased traffic on the EJ & E line obviously increases the potential for an accidental spill of material toxic to the environment and, God forbid, a derailment!

The public safety threat is of extremely serious concern to all of us living to the north of US Route 14. This is because rail traffic crossing Route 14 and State Route 59 and its attendant vehicular back-up would prevent emergency fire and paramedic vehicles from reaching us on a timely basis from the Public Safety Building at 400 North Northwest Highway. Paramedic and fire calls to the northern portion of the Barrington area would certainly be delayed when rail freight traffic was crossing these major arteries. Emergency calls under such circumstances might have to be transferred to other municipalities, causing further delay in response time.

Vehicular traffic on the major roadways is serious enough presently. Blocking of Routes 14 and 59 and Lake-Cook Road by long freight trains would definitely create a state of complete gridlock during the morning and evening "commute times." Weekday school traffic in the early morning and afternoon will be mightily affected by an increased amount of rail freight crossing. School bus schedules would be virtually impossible to maintain.

Today's vehicular traffic is bad enough that many residents avoid driving into downtown Barrington except when absolutely necessary. This naturally impacts Village merchants and any further loss of business would negatively affect the vitality of the community as a whole. Because of the impacts indicated above, property values would certainly plummet.

We ask that you thoroughly address these concerns by requiring a complete review of the issues and a filing of an Environmental Impact Statement by the parties involved in the railroad negotiations.

Charles A. Westcott

Lorraine A. Westcott