

**Larry & Kathy Cotter
21510 Old Farm Rd
Deer Park, IL 60010**

Surface Transportation Board
395 E Street, SW
Washington DC 20423

Attn: Phillis Johnson-Ball, Environmental Filing, STB Finance Docket No. 35087

We are opposed to the Canadian National Railroad's (CN) plans to purchase the EJ&E rail line, which cuts through our highly residential area from Hoffman Estates, through South Barrington, Barrington Hills, Barrington, Deer Park, Lake Zurich, Hawthorn Woods and Mundelein to Waukegan.

CN has estimated an increase in freight traffic on this line from 5 to 20 additional freight trains per day.

The following are potential threats to our immediate area if the train acquisition goes thru without adequate mitigation:

1) Quiet Zone

We currently have a quiet zone so when the trains go by we don't have to be awoken by a horn. Please urge the STB to require CN to provide funding for any upgrades needed for us to keep the quiet zones, which according to the draft study is threatened.

2) Water Source

We source 100% of our water from private wells in our yards. CN wants to greatly increase the amount of HAZMAT transported and the STB study predicts an average of 1 derailment a year. The STB cites our water would have a higher likelihood of being affected by a hazmat spill.

Require the STB to insure our safety and require CN to take measures to eliminate this risk, such as building cement barriers. We have no other viable water source.

3) Sound Walls

All properties that abut the EJ&E need sound and safety barriers in place. These need to be added without impacting existing trees. Tree preservation is in line with the Deer Park Municipal Code. http://www.village.deer-park.il.us/municipal_code.htm

4) Cuba and Ela Road rail intersections

Ela Rd was cited in the STB draft as needing mitigation but Cuba Road was not. Also, mitigation does not necessarily mean a grade separation and if so, CN is expecting the US taxpayer to fund it. These intersections are fine now without any

mitigation but with the significant increase in trains they will need grade separations. CN should pay the bulk of this mitigation as we don't need it now. Countless school buses cross this intersection every weekday.

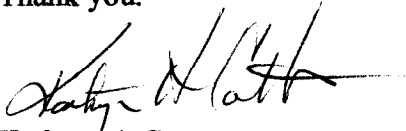
5) Impact of no Grade Separations (aside from some serious traffic jams and longer alternative routes)

- a. Increased wear & tear on side streets near intersections as traffic diverts vs. waiting for the long trains to pass. Ask STB to make CN pay the impact on more frequent repairs and replacement needed to roads.
- b. Delays getting to the Barrington Metra station adding to commuting times
- c. Emergency responders will have to take alternative routes to reach some residents adding time in situations when every second counts.
- d. Delays for shoppers West of the EJ&E getting to the Deer Park Mall which could lead to lower sales tax revenue as they find alternative places to shop and eat.

6) Stress on Village budget

In addition to potential lost sales tax revenue and increased road repairs, we could have increased expenses for police protection to be trained to handle derailments. This could lead to the need to impose property taxes for village services.

Thank you.

A handwritten signature in black ink, appearing to read 'Kathryn A. Cotter', with a horizontal line extending from the end of the signature.

Kathryn A Cotter