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21540 Inglenook Lane
Deer Park, IL 60010

August 25, 2008

Phyllis Johnson-Ball
Surface Transportation Board
395 E. Street SW
Washington, DC 20423
Ref: STB Finance Docket No. 35087

Dear Ms. Phyllis Johnson-Ball,

I would like to share some of my concerns with you and the Surface Transportation Board regarding Canadian National coming to the Lake Zurich, Barrington, and Deer Park areas.

First is the increased length of time it will take an ambulance to get to my home if someone in my family were to have a heart attack or stroke. In America, strokes are the number three killer, are responsible for one of every sixteen deaths, and the number one cause of adult disability. The American Heart Association recommends that urgent response time for strokes be less than nine minutes and that the patient be at a hospital within fifteen minutes. If the crossings at Cuba Rd in Deer Park and the crossing at Ela Rd in Lake Zurich are blocked by one of the twenty plus Canadian National trains, then the ambulance will have to backtrack to get to Rand Rd and that will take precious minutes away from a life or death situation. How would you feel if this was you or your husband on a gurney, strapped to life-saving equipment, knowing that you have to get to the hospital as fast as you can, and the railroad crossings are blocked by a train for at least fifteen minutes. What thoughts would run through your mind as the ambulance takes a longer route to get to the nearest heart-trauma center? What if the emergency room doctor stated upon arrival at the hospital that your loved one could have been saved if the ambulance had arrived sooner? What if the doctor stated that there was permanent brain damage because the ambulance didn't arrive more quickly?

Second is the added response time in case of a fire. Mere minutes can make a difference in regard to my home partially burning down or my home burning to the ground. How do you accept that your home could have been saved if the Canadian National train hadn't been blocking the quickest route?

Third is that Canadian National has a reported train accident every three days. Is this a train company that you would want in your front or back yard? I realize that along with produce, animals, other household supplies, there will be hazardous materials on the trains. With an increase of twenty or more trains at this present time, how many of these trains will carry hazardous materials? If there is an accident with Canadian National every three days, does that mean we have to look forward to some level of catastrophe every third day? If that is the case, Canadian

National will not have to worry about our three towns, cause all of us will be either very sick and or dead from the caustic materials. They can then travel unimpeded though ghost towns.

Speaking of ghost towns, the fourth item is how the town of Barrington will look after Canadian National "stops the town in its tracks". It is difficult enough with the traffic now. I can envision Barrington six months after Canadian National's twenty plus trains...first there will be more school bus accidents, teenagers will have rail crossing accidents, and unfortunately, deaths will occur. Buses will take longer to get to school. In Barrington alone, for just one day, there are 840 school bus crossings! Metra riders have to use more gas in order get to their train. Less people will frequent downtown Barrington due to the gridlock. Retail business and restaurants close due to loss of people coming to town. Bank branches move due to less people coming to the train-locked branch, which means lost jobs. School ratings decrease due to less tax dollars going to the schools. House values decrease due to the now poor school ratings. Instead of people wanting to live in Barrington and have their children go to Barrington schools, people will move away, as far as they can, from the trains that made their town a ghost town. Trains built this area up in the 1800's and now trains will take this area away. The same laws regarding what can and can't be done for and by the train companies are the same laws since the 1800's. I think it is about time they be changed to reflect the current times.

Speaking of the current times, the fifth item that I would like to address is the present economic climate and how Canadian National will affect our tri-community. Why should I, as a resident of Deer Park, pay more taxes to cover the cost of mitigation? If I want to make changes to my house, can I go to Canadian National to pay for them since they are coming to me to pay for their changes? Funds to repair roads, drainage, park maintenance, and related items come from sales tax revenue. If retail collapses, where will Deer Park find funds to take care of it's day to day repairs? What will Lake Zurich have to do to make ends meet ? We don't have to worry about Barrington, since residents would have to foot the bill with increased property taxes. Oh, that's right; Barrington is no more since no one went downtown any more. Residents are spending less due to the increase in gasoline costs, food has gone up, clothing costs increased, just about everything costs more than what it did even yesterday. How will residents be able to carry to extra tax load when they may be out of work due to companies trying to better their profits with local stores closing? Canadian National wants the individual towns to cover the cost of mitigating railroad crossings. How do they expect a small town of a little more than three thousand residents to come up with the millions of dollars it will take to change one grade crossing? Why should residents of the United States have to cover the expenses for a non U. S. company?

With a minimum of twenty additional Canadian National trains coming though our area, my sixth item, our Environment will greatly be impacted. Our air will become dirty, water possibly contaminated from accidents, noise levels will increase, added loss of wild life, and much more. I moved to this area in 1982. At that time, the area

was still rural and lots of open space. I do miss the open space, but I understand that progress is usually good for communities, even for the small towns such as Barrington, Deer Park, and Lake Zurich. Yes, I have lived with the inconvenience of the few trains we do have over the past twenty-six years. The noise, the traffic jams, trains breaking down on local tracks, nighttime whistles, and more. However, I accepted this when we moved to the area. I am having a hard time accepting the consequences of a company from another country, telling me that they would like to change our communities from light rail to heavy rail without any consideration of the people that live here. How can Canadian National tell me what rights I have and what rights I do not have? Will Canadian National be able to walk over us, or will the United States protect the rights and liberties of its citizens?

As a resident of Deer Park, my life will change and not for the better if CN comes to my community. My shopping habits will change, I will end up spending more money on gas, and that means less on something else. I will hear more trains rumble down the EJ&E track all hours of the day and more dirt in my house when I have my windows open. Will I be able to drink the water that comes from my well next year? I am not sure, but you can bet I will have my well tested. I will see more of our wildlife lying dead by the tracks and will miss the wildlife that moves to and from our communities due to the increase in train traffic.

I urge the STB to consider long and hard before making a final decision. Ms. Johnson-Ball, put yourself in my shoes, living in my house.....would you live here knowing that twenty or more trains are coming down the tracks run by a company that has a train accident every three days? Would you live in my house knowing that you could die waiting for an ambulance because the trains are blocking necessary crossings? Would you still live here in three years when the towns are a fraction of what they are now and the schools are now on the bottom of the list in Illinois? I hope you will consider all of my concerns before agreeing to the purchase of the EJ&E tracks by Canadian National.

Sincerely,

Mrs. Pat Winkelman

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