

To the STB,

Docket # 35087

This letter is in response to the matter regarding the draft EIS for the possible CN purchase. I am a resident of Plainfield IL living approximately 800' east of the W. Main street – 126 RR crossing and am opposed to the EJ&E sale. Even though the crossings in Plainfield are gated, the traffic backup will essentially paralyze Plainfield. Essentially, if the sale is allowed and trains come through Plainfield every 20 minutes at a length of up to 10,000', 6 crossings would be completely blocked and be tied up for over 15 minutes at the slow speeds they currently go. The figure below is from the draft EIS that shows the crossings that would be impacted from the longer trains. Then another comes through and the backup has not cleared from the previous train. You can see the pattern. This will back up traffic to a major interstate (I-55) and major intersections in Plainfield namely, Route 59. These crossings are the main RR crossings through our town. The draft EIS doesn't address thoroughly the potential traffic tie ups that would result. Can't say what emergency vehicles will and can do but I guarantee you that I sure would not want to be sitting in one waiting for the trains to clear. Traffic backups are common in the mornings from the present trains schedule and will only get worse if the sale is allowed. My special needs son takes the bus to the high school on the other side of town (have to cross over the tracks) and every morning the trains come through, the bus is always delayed and the students on the bus become late at school.

From Crossing	To Crossing	Distance (feet)	Train Staging Potential
W. 119 th St.	W. 127 th St.	5,480	NO
W. 127 th St.	W. 135 th St.	5,900	NO
W. 135 th St.	N. Van Dyke	4,465	NO
N. Van Dyke	W. 143 rd St.	1,420	NO
W. 143 rd St.	Naperville Rd.	3,755	NO
Naperville Rd.	W. Main St - 126	440	NO
W. Main St - 126	N. Center St.	570	NO
N. Center St.	N. Eastern Ave.	740	NO
N. Eastern Ave.	E. Lockport Rd.	1,540	NO
E. Lockport Rd.	E. Renwick Rd	7,290	YES

Figure

The information used to make their conclusions in the report is out dated, does not address every aspect of the traffic patterns (Back ups into major arterial routes) and fails to address each and every crossing from a mitigation standpoint. I hope the STB has the foresight to see all the flaws in the report and not support and recommend the sale of the railroad to CN.

Respectfully yours,

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