



Environmental Impact Statement

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CN | EJ&E

Voicemail Transcript

Draft Environmental Impact Statement for the Proposed Canadian National Railway Company Acquisition of the Elgin, Joliet and Eastern Railway Company STB Finance Docket No. 35087

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Transcript:

I do not wish for you to have Canadian National acquire EJ&E, I am against it for these following reasons: first, the personal Bartlett ones. We have only three crossings and two mile long trains will cover two possibly all three of the crossings, our road is only four miles long. Presently during rush hour, which is 6:30 to 8:30 in the morning and approximately 3:30 to 5:30 in the afternoon, traffic backs up the entire length of the road right now. If you add 28 more, two mile long plus trains to this we will have cars parking on the sides of two major highways that this road, West Bartlett Road, connects, Route 25 and Route 29. There are two schools, one on each side of the track, there is an emergency facility fire station building built on one side of the track. The 28 trains will prevent kids from getting to and from school and prevent emergency services from getting across the track. Right now they're coming from four miles away in town, as soon as this is built you'll be able to block it as the ones on the west side of the road will be blocked by your 28 trains every day. The trains that are now going to be awarded to suburbs that are being taken from the present inner suburbs, they have more infrastructure and more crossings. Within three years, which they have been promised, or after three years of when they've been promised no trains, the Canadian National will run as many trains through them, or more as they're running through us. We will have no say in the matter, they may not be coordinated so that we can get across. I like to be green. I ride my bike to work, if there's a train across this one crossing on West Bartlett Road, I will have to drive my vehicle because I will not be able to get around it. I would have to ride or drive a minimum five miles to get around a train across all three of these crossings. The crossings are only about two, two and a quarter miles long. I would have to drive my truck seven or eight miles on a bypass, I could not ride my bicycle. Extra trains carrying perhaps toxic waste with a safety record that CN has, you could wake up dead some morning because they have spilled something along the way. I live in a mobile home park just to the east of the tracks, anything could happen, I have no guarantees. Further, all these trains will cause possible surface damage to the concrete slab that our homes are on. Just the regular EJ&E trains were able to disconnect fuses from the boxes so they had to be retightened on a six month basis, imagine what 28 trains a day will do. How can you coordinate the trains so that they will not bother the millions of people trying to get to and from work on the ground on their cars, in their cars? What happens about, what happens when there are millions of people on Metra? EJ&E tracks cross a minimum of two Metra lines, the west and the north Milwaukee. Can you get millions of people to work on time and 28 trains not to interfere with each other or perhaps derail or stall each other? In conclusion, it's not safe, you're putting too many people at risk, you're inconveniencing a number of people, millions of people by allowing this merger or acquisition to go through. In terms of mitigation, traditionally the town has to pay for its own over passes <cut off>