

080205 Unknown

Yes, I'm calling against 35087 docket number: The Canadian National Railway acquisition of the Elton Joliet Eastern Railway. My real comments are, there was a one-track nothing of a piece of a railroad. You've got a company that wants to take it over and make it something that it wasn't supposed to be. Its a little spur nothing-four trains a day. I don't even live in Barrington but I go occasionally down 59 and what you're going to do there. . . if you add 30 trains or 20 trains to that railway, and you have the other rail line down the street, all in the heart of Barrington. . .if you think traffic is horrendous there now, you wait 'till you put all those trains going down the track doing whatever they want, whenever they want. The evidence that they do whatever they want, whenever they want was in the paper the other day. Where they were getting fined or something with a train being in the intersection too long. You can't even fine them for this anymore according to it's against the law or something. You know the article that they had in the paper. This is completely ridiculous. You have established towns, neighborhoods and everything there. The hardship that you're going to put through and for what? So the Canadian National Railroad can make extra money? They get a break; everybody else has to pay for their break. Your traffic congestion; everything else; you sit there and talk about traffic congestion because if they would be on the streets delivering with trucks is nothing compared to what they do when they cross a street with a train. A train stops everything and there's nobody that can get to the other side 'till after that train leaves. That's a hardship. These are established places. If they want to reroute and go around the Chicago area, they don't want to go through the heart of town, let them buy property 100 miles out, 30 foot wide and run it from Wisconsin at a curve through farm fields and purchase that land and let them run their train and put their tracks in and go across there in virgin territory where there aren't any railroad tracks, where there aren't any towns, where they can avoid going through towns before towns are built there. Why is it that they're going to take a Ma & Pa railroad, something that should've been turned into. . .something that should've been acquired by the towns and villages that are next to it. . . they should've used their domain and took it over and made a walking path and gotten rid of that railroad. That should be gone. They should do that domain thing and take it over and stop all train traffic on that one little spur-that one little track that takes 4 trains a day. What exactly? And they're short trains, not long. You're going to increase the length, you're going to do this and you know yourself, when somebody says they're going to put 20 more trains on that track, they're going to put 30 and then they're going to put 40 and then pretty soon nobody's going to get across there. If they want to purchase that, make them put it all above or below the grade so it's in a tunnel beneath streets or it's on a bridge above streets. If they're going to do something like that where it's not going to inconvenience everybody, that's fine but they're not going to do that. They're not going to pay for all of those bridges and all of that. They're going to pay a few miserable dollars to irritate everybody along that line and then they're going to do nothing but congest the areas that are already. . . this is the same thing all over again.

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