

091108 Chi Considine.txt

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1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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9 STATEMENT OF:
10 JOHN CONSIDINE
11
12 September 11, 2008
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14 HOLIDAY INN HOTEL & CONFERENCE CENTER
15 411 SOUTH LARKIN AVENUE
16 JOLIET, ILLINOIS
17
18
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20 CHIMNIAK REPORTING & VIDEO

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24 REPORTED BY: Robin Chimniak, 084-001999

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1 MR. CONSIDINE: John Considine,
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2 C-o-n-s-i-d-i-n-e, 16405 Silver Moon Lake
3 way, Crest Hill, Illinois 60403-0778.
4 I've got five main concerns, and
5 it's three locations which affects me and
6 my driving going westbound. The ones I've
7 got concern with is Gaylord Road, Division
8 Street, Renwick Road. The longest train
9 will block all three of those intersections
10 at one time. And watching the trains going
11 inbound, I've watched the train go by me at
12 4.6 minutes; four engines and a
13 hundred-and-some cars.
14 Coming out there is a coal train
15 standing still at Weber Road on a double
16 track. He has to wait until that train
17 flies by him -- and I mean he's moving. He
18 starts out. By the time the traffic isn't
19 cleared at Division, he's coming out with
20 the load, which backs up the traffic.
21 The worst condition, Gaylord is
22 a single lane each direction; Division
23 Street is a four-way stop. There is a
24 double lane going west on Division, single

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1 lane coming from Weber to the crossing.
2 The same thing at Renwick Road. That's a
3 single lane both ways.

4 At Division it backs up from the
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5 train crossing all the way to the entrance
6 of Carillon Lakes, single lane. Nothing
7 they can do with it. Stop sign right and
8 left.

9 Now you've got the traffic from
10 Gaylord backs down to Division, and he
11 doesn't get clear until the train gets all
12 the way past Division. So with the
13 four-way stop signs, Division going west,
14 you can only go right or straight or left.

15 On the opposite side there is
16 two lanes of traffic waiting to come to
17 you. When it hits Division, it's a left
18 turn, straight ahead, or right. That backs
19 up traffic. And that's coming from the
20 mall.

21 And also we have a new trucking
22 terminal put together just east of the
23 tracks and south of Division. It hasn't
24 been rented yet, but it's got, like, so

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1 many doors in it, there would be a lot of
2 trucks.

3 I've covered part of this.

4 Number one is Gaylord. Single
5 lane both ways, no large or heavy semis,
6 crossing rehab sometime after 2004. 1,500
7 feet from crossing back north to Division

8 Street.

9 Number two: Division Street,
10 two lanes, both ways west of the tracks.
11 That's 80 foot -- when they're blocked up,
12 they block up the street at -- going into
13 the mall, which is Hennepin. That's
14 blocked up. You can't go out unless people
15 back up and let you go through that.

16 This crossing was rehabbed in
17 2004, beautiful job. Now within the last
18 month they've had to come down and grind
19 Division Street to meet the tracks
20 (indicating). And that does not include
21 the semis that will be coming there.

22 Now, Division and Gaylord,
23 four-way stop with present train crossing
24 of a hundred cars; coal trains, four

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1 engines plus a hundred cars, counting them.
2 westbound, eastbound, sometimes backed up
3 to Carillon -- I'm sorry. I already said
4 that.

5 westbound of tracks you have
6 traffic backed up all the way to the start
7 of the mall area on Hennepin. Please note
8 a large trucking terminal on the southwest
9 corner of Division and Gaylord not open
10 yet; concerned with the trucks getting in

11 and out. Because if they come out the
12 Division side, they're turning onto a
13 street that's only one lane in both
14 directions. And a long train starting from
15 a stop east of Weber on the holding spur to
16 get to Gaylord, somebody told me it's 10
17 miles per hour or slower. Once he gets
18 started, he's rolling.

19 Number four: Gaylord would not
20 be open for traffic by the time they all
21 cross one at a time. And increased number
22 of trains to one every 32 minutes, problems
23 with traffic, backs up all the way to
24 Renwick -- to Weber. And when they have

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1 problems on I-55, Renwick is the main
2 source of the traffic going eastbound.

3 In the beginning Carillon Lakes
4 didn't have a stop sign, and I waited there
5 ten minutes just for a break in traffic to
6 go. Now we've got a stop sign. It's
7 beautiful.

8 Same thing with I-55 going
9 westbound -- or southbound, whatever they
10 call it. Takes Weber blocked all the way
11 to Division, and then the trucks coming
12 down Division. Same thing at Renwick,
13 Renwick. So that makes a hell of a mess.

14 The fire stations are two; one
15 at Weber, which has got a bridge. Station
16 No. 8 is further down. And the only other
17 one we have is the new fire station off of
18 Airport Road and Weber. There is plans for
19 newer ones, but that's the closest ones to
20 it, and at Romeo Road and Weber is another
21 one. And they cover that whole area.
22 That's a concern because if they come in
23 and can't get in with the lanes of traffic
24 blocking, it could be a problem.

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1 when we bought there four years
2 ago, we were told by Cambridge, tops six or
3 seven trains a day; three early and three
4 later. I guess it's going to be continuous
5 noise if he's blowing it at all the three.

6 That's my complaint. I live in
7 Crest Hill, and I think one of the stops is
8 in -- Renwick has got to be part of
9 Romeoville, Division and Gaylord is Crest
10 Hill, and Gaylord by itself is Crest Hill.

11 So I was mainly only wanting to
12 speak about the two that interfere us in
13 Crest Hill. I got nothing to say about the
14 next one.

15 That's about all I've got.

16 (End of statement.)
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