

Jim Kvedras, CN's senior manager of U.S. Government and Public Affairs, said the study does delay finalizing the purchase.

"It's really unknown now when the EIS will be completed and when we can finalize," said Kvedras. "We expected it to finalize in mid-2008; now it may be in the fourth quarter of 2008."

Werner said his biggest concern is safety, and he plans to work with neighboring communities on this issue.

"I have already met with Representative (Renee) Kosel, Mayor (Tim) Baldermann of New Lenox and Mayor (Jim) Holland of Frankfort," said Werner. "We have agreed to work together to work for safety, noise and traffic. It will be a long process, but we will work with Canadian National."

Forty-four communities will be affected by the purchase, and Kvedras explained that his goal is to collect concerns from all of the affected communities.

"I've held meetings with mayors and different organizations in these communities and have explained what will happen, and I collect everyone's concerns," said Kvedras. "We will see all the challenges and we will determine what we will do after we have heard everyone's concerns."

Kvedras explained that safety is an issue, but after seeing all the challenges with the purchase, CN will determine what will be done at certain railroad crossings.

To comment on this story visit www.mokenamesseenger.com, or e-mail author c.sheehan@22ndcenturymedia.com

Reader Feedback

canadian national may purchase EJ&E tracks
December 11, 2007 | 09:56 AM

Yes I am very worried about saftey and noise issues ,also property values dropping and what an increase in train traffic could mean to Mokena

John

- 1 Lincoln California 11,746 39,566 236.8%
- 2 Buckeye Arizona 10,147 29,615 191.9%
- 3 Surprise Arizona 32,342 85,914 165.6%
- 4 Goodyear Arizona 19,495 47,359 142.9%
- 5 Plainfield Illinois 13,666 31,968 133.9%
- 6 Beaumont California 11,549 26,625 130.5%
- 7 Frisco Texas 35,299 80,499 128.0%
- 8 Wylie Texas 15,619 32,696 109.3%
- 9 Avondale Arizona 37,261 75,403 102.4%
- 10 Woodstock Georgia 10,697 21,482 100.8%
- 11 Cedar Park Texas 26,926 52,058 93.3%
- 12 Brentwood California 24,757 47,547 92.1%
- 13 McKinney Texas 56,087 107,530 91.7%
- 14 Oswego Illinois 13,814 26,252 90.0%

Surface Transportation Board
 CN-EJ&E EIS - FD-35087
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HDR

15 Castle Rock Colorado 20,907 39,682 89.8%
 16 Commerce Colorado 21,437 38,887 81.4%
 17 Murrieta California 51,678 90,457 75.0%
 18 Holly Springs NC 10,017 17,425 74.0%
 19 Winter Garden Florida 15,590 27,045 73.5%
 20 Wake Forest NC 13,080 22,651 73.2%
 21 Rockwall Texas 18,610 32,224 73.2%
 22 Sachse Texas 10,257 17,597 71.6%
 23 Pflugerville Texas 17,451 29,747 70.5%
 24 Gilbert Arizona 112,766 191,517 69.8%
 25 Homestead Florida 31,950 53,767 68.3%
 26 La Quinta California 24,606 41,328 68.0%
 27 Parker Colorado 24,717 41,406 67.5%
 28 N. Las Vegas Nevada 117,953 197,567 67.5%
 29 Romeoville Illinois 22,000 36,837 67.4%
 30 Corinth Texas 11,738 19,556 66.6%
 31 Newnan Georgia 16,451 27,097 64.7%
 32 Parkland Florida 14,209 23,329 64.2%
 33 Allen Texas 45,097 73,298 62.5%
 34 Pearland Texas 42,276 68,305 61.6%
 35 Fishers Indiana 38,921 61,840 58.9%
 36 Frankfort Illinois 10,670 16,928 58.7%
 37 Elk Grove California 81,707 129,184 58.1%
 38 Coachella California 22,881 36,145 58.0%
 39 Shakopee Minnesota 21,098 32,865 55.8%
 40 Indio California 49,618 76,896 55.0%
 41 Lockport Illinois 15,467 23,840 54.1%
 42 Lake Elsinore California 29,241 45,033 54.0%
 43 Victorville California 64,589 98,662 52.8%
 44 Crest Hill Illinois 13,640 20,516 50.4%
 45 Adelanto California 18,199 27,105 48.9%
 46 Huntersville NC 26,086 38,796 48.7%
 47 The Colony Texas 27,073 40,206 48.5%
 48 South Jordan Utah 29,710 44,009 48.1%
 49 Round Rock Texas 62,572 92,392 47.7%
 50 Saginaw Texas 12,704 18,739 47.5%
 51 Cornelius North Carolina 13,890 20,449 47.2%
 52 Raymore Missouri 11,290 16,544 46.5%
 53 San Jacinto California 23,955 35,060 46.4%
 54 Mansfield Texas 28,424 41,564 46.2%
 55 George Texas 29,128 42,467 45.8%
 56 Miramar Florida 74,531 108,072 45.0%
 57 Kennesaw Georgia 21,362 30,936 44.8%
 58 Burleson Texas 21,887 31,660 44.7%
 59 Draper Utah 25,518 36,873 44.5%
 60 O'Fallon Missouri 50,351 72,477 43.9%
 61 La Vergne Tennessee 18,935 27,255 43.9%
 62 Farmington Minnesota 12,655 18,207 43.9%
 63 Apex North Carolina 21,042 30,208 43.6%
 64 Douglasville Georgia 20,148 28,870 43.3%
 65 League Texas 45,929 65,351 42.3%
 66 Sherwood Oregon 11,998 17,068 42.3%
 67 Avon Ohio 11,608 16,455 41.8%

68 Royal Palm Beach Florida 21,838 30,851 41.3%
69 Perris California 36,402 51,397 41.2%
70 Riverton Utah 25,242 35,543 40.8%
71 Southaven Mississippi 29,483 41,295 40.1%
72 Wellington Florida 39,297 54,993 39.9%
73 Union Georgia 11,728 16,407 39.9%
74 Brighton Colorado 21,294 29,750 39.7%
75 Prior Lake Minnesota 16,331 22,674 38.8%
76 Temecula California 64,580 89,392 38.4%
77 Rosemount Minnesota 14,826 20,468 38.1%
78 Missouri Texas 53,372 73,679 38.0%
79 W. Sacramento California 32,035 44,162 37.9%
80 Sugar Hill Georgia 11,753 16,170 37.6%
81 San Marcos California 55,793 76,501 37.1%
82 Desert Hot Springs CA 16,648 22,824 37.1%
83 Mount Juliet Tennessee 14,160 19,369 36.8%
84 Dublin California 30,659 41,840 36.5%
85 Acworth Georgia 13,801 18,790 36.1%
86 Noblesville Indiana 29,489 40,115 36.0%
87 North Aurora Illinois 10,987 14,930 35.9%
88 Camas Washington 12,914 17,480 35.4%
89 Issaquah Washington 13,586 18,373 35.2%
90 Rocklin California 37,264 50,131 34.5%
91 Schertz Texas 21,030 28,289 34.5%
92 Buffalo Minnesota 10,308 13,853 34.4%
93 Palm Beach Gardens Florida 36,397 48,914 34.4%
94 Henderson Nevada 179,193 240,614 34.3%
95 Lake St. Louis Missouri 10,209 13,708 34.3%
96 Terrell Texas 13,799 18,506 34.1%
97 Chandler Arizona 179,752 240,595 33.8%
98 Springboro Ohio 12,694 16,963 33.6%
99 Independence Kentucky 15,169 20,254 33.5%
100 Elk River Minnesota 16,700 22,285 33.4%

Impact study required before sale of EJ & E Frankfort's safety issues set to be addressed

by Laura Michaels

write the author

December 02, 2007

Canadian National Railway's proposed purchase of the Elgin, Joliet and Eastern Railway, which runs through Frankfort, has been deemed a minor transaction, and the window for public comment on the sale closes Jan. 28.

The U.S. Surface Transportation Board (STB) ruled Nov. 26 that CN's application to purchase EJ & E for \$300 million isn't significant, but the STB is requiring CN to complete an Environmental Impact Statement (EIS) for consideration because of the projected traffic increases along some of the EJ & E lines. CN has said train traffic in Frankfort is projected to increase from six freights per day to 28 per day in three years should the sale go through. Trains could also extend 10,000 feet in length, equaling about 120 cars.

Because the sale is minor, the time for comment is limited, but the STB will consider comments and recommendations from the affected communities before making its final decision.

"It's a statement that the Surface Transportation Board considers those issues significant and they're not going to allow more train traffic without those issues being mitigated," Mayor Jim Holland said. He emphasized that the village is exploring its options and will seek increased safety measures at the village's seven public crossings and address the issue of noise should more freights cut through Frankfort. He said the village is pleased with the STB's decision to stipulate an environmental study, and added that this shows the board has heard Frankfort's concerns and is requiring CN to address them.

As for the public comment period, Holland said the village's attorney is working on a statement to submit before Jan. 28, but that officials will also be able to comment on the EIS.

"They (the EIS) typically take one and a half or two years to complete," Holland said, adding it's a "great success" that the STB is requiring the study even though the transaction was deemed minor. Holland said the study will address safety at railroad crossings, access for emergency vehicles, noise implications and the transportation of hazardous materials along the railroad.

CN has said approximately \$100 million would be spent on infrastructure upgrades, but Jim Kvedaras, CN's Senior Manager of U.S. Government and Public Affairs, said this amount doesn't include improvements to crossings.

"That amount is just for capital improvements, infrastructure improvements," said Kvedaras. He explained CN would make track improvements to some areas and the railroad intends to add a second set of tracks from Frankfort to Joliet to accommodate more trains.

"It wouldn't include gate crossings," Kvedaras said.

To the possibility of "quiet zones" within the community where trains can't sound their whistles, Kvedaras said that decision wouldn't be up to CN, but that the Federal Railroad Administration has the final say.

"Communities would need to make an application, then the FRA would come to CN," Kvedaras said. He added it used to be up to individual railroads whether or not to establish quiet zones, but in 2005 the FRA ruled horns must be sounded at public highway-rail crossings. Several factors are considered before the FRA approves a quiet zone, and in most cases supplementary safety measures are required.

Holland said the village will work to keep the residents informed and that some information is posted on

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Frankfort's Web site, www.villageoffrankfort.com. Holland wanted to assure community members that they'll have an opportunity to voice their concerns and comments, and that the village isn't merely going to "yell and scream, but will actually do something."

Reader Feedback

EJ & E Trains

December 08, 2007 | 02:50 PM

We moved into the old part of town knowing that the train tracks were right next to our house along with the factories on the other side of the tracks. We do not mind the number of trains that pass by now but ,if that increases by four times that amount then perhaps there would be a problem. The length of the trains and the increase in the size of the engines would certainly impact our community. There would be an average perhaps, of three or four trains an hour. What will happen to charm of our town that so many have worked so hard to preserve. The number one concern is of course, the safety of our community. There many cars, buses and on occasion, emergency vechicles that pass over the tracks daily. Sometimes you may find yourself crossing over that tracks twice to get to your destination. People are going to become very impatient when they need to wait for so many trains. What the trains will be carrying should be another concern to everyone. Thank you to the village for keeping us updated on all that is happening in this matter and we are looking forward to a meeting in the future on this. Let's just hope that the tracks don't get sold and our town will be able to hold on to the charm that so many of us moved here for.

Mike and Sharon Root

EJ&E Trains

December 08, 2007 | 09:08 AM

We moved to Suttdonale II a year and a half ago. More trains and now the water tower that's going to be built we might as well move back to the city. The noise is tolerable now but more trains will make it terrible.

Mike Ruzich

EJ&E TRAINS

December 06, 2007 | 01:08 PM

WE HAVE LIVED NEAAR THE RAILROAD TRACK FOR YEARS. AT ONE TIME THE WHISTLES WERE VERY ANNOYING. WE CANT EVEN IMAGINE WHAT THE NOISE WILL BE LIKE. WE FEEL WE WONT BE ABLE TO EVEN ENJOY OUR OWN BACK YARD. NOT TO MENTION SLEEP IF A QUIET ZONE ISN'T MET.AND WHAT ABOUT THE PRICE OF OUR PROPERTY VALUE. WHAT WILL THIS DO TO FRANKFORT?

MIKE AND CAROLE CHLEBEK

Reader Feedback Submission

Use this form to submit your feedback. If you are registered and have logged in, your comment will appear immediately. If not, for security reasons, your comment will be reviewed by our staff before appearing on our site.

Don Manzullo Fires Again at Canadian Northern's Attempt to Take Over EJ&E



16th District Congressman Don Manzullo joined 8th congressional district Republican primary candidate [Steve Greenberg](#) in opposing the Canadian Northern's attempt to make Lake, Northwestern Cook, Kane and Will Counties a way for freight trains to bypass the Chicago bottleneck.

But this was not his first appearance on the scene.

It should be noted that his Democratic Party opponent is the village president of Barrington Hills, probably the highest income area in Manzullo's district. He took up the issue in mid-October.

Congresswoman Melissa Bean, the Democratic Party incumbent Greenberg seeks the right to oppose, also represents the Barrington area.

Manzullo's press guy, Rich Carter, said over 200 people attending the hearing.

Here is Manzullo's latest press release on the subject:

Manzullo: More Freight Trains in Barrington Would Threaten

Safety, Fuel Delays for Many McHenry County Motorists

[CRYSTAL LAKE] Congressman Don Manzullo today said a plan to add at least 15 freight trains daily to downtown Barrington could threaten the health and safety and aggravate traffic delays for the tens of thousands of McHenry County motorists and commuters who travel east to work each day.

Several months ago, the Canadian National Railway (CN) petitioned to purchase the EJ&E rail line that currently runs up to five freight trains each day through downtown Barrington. CN's plans call for adding 15 more freight trains through Barrington each day that would cross "at-grade" with Route 14, Route 59, Lake-Cook Road, and the Union Pacific Northwest Metra rail line that serves 4,000 McHenry County commuters each day.

Acknowledging the severe impact the additional freight trains would have on traffic, safety and the Barrington communities, the federal Surface Transportation Board (STB) launched an extensive Environmental Impact Study on the proposed plan. Federal officials were in Barrington for a "scoping session" today to solicit comments from residents, motorists and officials. Manzullo submitted the attached letter to the Surface Transportation Board outlining his concerns with the proposal.

"While I understand the need to ease freight congestion in Chicagoland, this plan would simply shift the congestion from Chicago to the suburbs. It would threaten the health and safety and exacerbate traffic delays for the tens of thousands of McHenry County motorists and Metra passengers who travel through Barrington to get to work each day," Manzullo said. "I implore the Surface Transportation Board to consider solutions that increase safety, reduce pollution, and reduce congestion for all Illinois residents rather than 'solutions' that pit one community against the other."

- In addition to the "scoping" sessions, the STB is accepting written comments from citizens affected by the freight plan. Comments should be no more than two pages long and can be emailed to the congressman at railroadcomments@mail.house.gov,
- faxed to 815-356-9803, or
- sent to Congressman Manzullo's Crystal Lake office at 5186 Northwest Highway, Suite 130, Crystal Lake, IL 60014.

Deadline for comments is January 21, 2008. Manzullo will forward all comments to the Surface Transportation Board.

In his letter to the Surface Transportation Board, Manzullo highlighted the following concerns with the proposal:

- **LACK OF EMERGENCY ACCESS** - The three rail crossings in Barrington at Lake-Cook Road and Routes 14 and 59 are a total of 1 mile apart. Some freight trains are up to 2 miles long. What happens if someone gets in an accident or has a medical emergency when a long freight train is passing through Barrington? If they are east of the train, all three of those major arterial intersections could be blocked at the same time for several minutes and the emergency vehicle would have to go several miles out of the

way to get to Good Shepherd Hospital in Lake Barrington. Every second counts when it comes to saving lives, and the delays caused by the additional freight traffic could be catastrophic.

- **SAFETY CONCERNS AT RAIL CROSSINGS** -- The Barrington school district estimates its school buses cross the EJ&E lines 400 times a day. The addition of 15 freight trains a day will quadruple the safety risk of students who have to traverse the crossings to get to school each day. Officials in many states - including Illinois - are so concerned about the safety of "at-grade" rail crossings that they will only allow a community to add an at-grade crossing if they eliminate one elsewhere.



- **MASSIVE TRAFFIC CONGESTION** -- If each train takes 6 minutes to traverse a crossing, that's an extra hour and a half of delay each day for motorists passing through Barrington. McHenry County motorists already deal with a significant amount of traffic congestion on their daily commutes to work. The U.S. Department of Transportation developed engineering standards for grading intersections and rail crossings at a Level of Service (LOS) based on the time it takes for vehicles to travel through the crossings. The grades are A through F. Local engineers have already determined the crossings in Barrington are rated "F!" Can it get any worse than an "F?" The answer is yes, because an already heavily congested area could become Gridlock City.
- **THREAT TO FUTURE MASS TRANSIT PROJECT** -- Canadian National's purchase of the EJ&E line could doom a planned massive expansion of commuter rail that will help more than a million suburban residents get to work faster as road congestion continues to snarl suburban roads. The 55-mile STAR line, part of Metra's future expansion, would connect nearly 100 suburban communities by linking together four of Metra's lines, including the Union Pacific Northwest line that McHenry County uses, and providing a direct Metra connection to O'Hare International Airport. Metra was planning to run the STAR line along the existing EJ&E tracks that Canadian National is proposing to purchase. Without access to the EJ&E tracks, the STAR line - that will be so important to our transportation infrastructure in the future - could be shelved indefinitely, which will mean much longer commutes for the people of northern Illinois.

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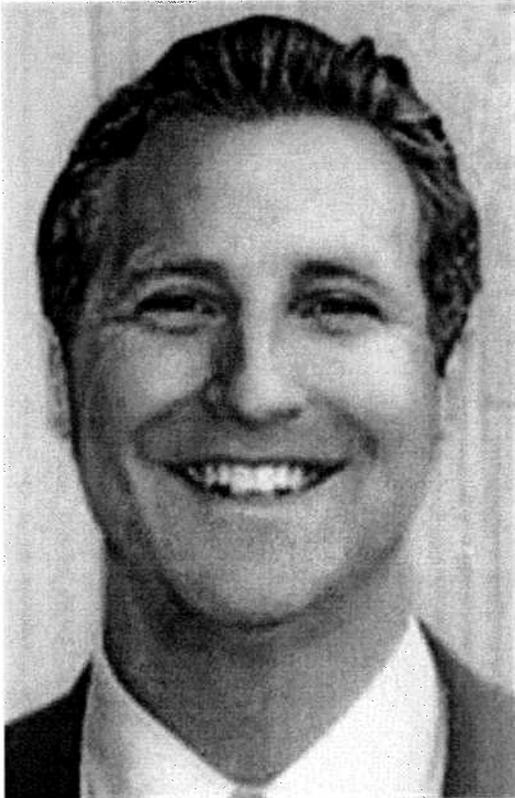
The head shot is of Congressman Don Manzullo. The EJ&E Railroad crossing is at Cuba Road in Lake Zurich.

Labels: [16th Congressional District](#), [8th Congressional District](#), [Cuba Road](#), [Don Manzullo](#), [EJ and E](#), [Elgin Joliet and Eastern](#), [Melissa Bean](#), [Steve Greenberg](#)

posted by Cal Skinner : 5:53 AM 0 comments 

Wednesday, January 09, 2008

Steve Greenberg Hints Melissa Bean EJ&E RR Position Based on Campaign Contributions



8th congressional district Republican Party primary candidate Steve Greenberg is calling Democratic Party Congresswoman Melissa Bean to task for taking campaign contributions from lobbyists and employees of Canadian National Railroad and other companies interested in the sale of the Elgin, Joliet and Eastern Railroad to CN.

Here is his press release on the subject:

Canadian National Railroad, Illinois Central Railroad, US Steel and the lobbying firms hired by Canadian National each have a financial interest in Canadian National's purchase of the Elgin, Joliet & Eastern Railroad.

Combined, these companies have funneled over \$146,000 to Melissa Bean during the past three years by contributing to the campaigns of other members of Congress who then passed the money on to Bean (see attached).

Bean has rewarded these big corporations by turning her back on her constituents and not opposing Canadian National's purchase of the Elgin, Joliet & Eastern Railroad.