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Paul

~~Here is my take as a capitalist at heart. I have followed the case pretty closely in the press only.~~

Here is my take as a capitalist at heart. I have followed the case pretty closely in the press only. But as I see it, some people argue they get less congestion (inner suburbs) and some people argue they get more congestion, etc. (outer suburbs, in this case, us). So one could argue this plus/minus is a wash and maybe this is true.

BUT, here is the capitalist view, if the EJE purchase is such a good economic deal for CN and will generate huge savings for them in terms of reduced traffic times, rail efficiency, etc., it looks like CN is the HUGE winner. I highly doubt the purchase price negotiated with US Steel is driven by these economies since US Steel is not even in the rail business. So why should CN be the big economic winner. If they think it is such a great deal, they MUST pay for the infrastructure improvements (over- and under- passes). They can recoup this cost over the years and we don't really care how many trains they send through then – I would think that their "real" projected traffic will cover these improvement costs in reasonable time.

If CN is not willing to pay this cost, they should NOT do the deal and NOT one penny of taxpayer money should be spent on these improvements simply to line the pockets of CN. I hear that US Surface Transportation Board may not be able to require these improvements as a condition of the purchase – I just cannot believe that this is the case. Regulators all the time impose costs on private enterprise that want to do a deal. This should be the case here!

If CN wants the EJE deal, they should pay for it including a FIRM commitment to build the infrastructure in a timely fashion IF they intend to expand use beyond what it is today! If not, status quo should rule the day.

Thanks for taking the time to read this and for supporting our community.

Rick Schweiger

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