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2 COPING MEETING FOR THE PROPOSED CANADIAN
3 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
4 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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11 STATEMENT OF:
12 STEPHEN M. HARRISON, M.D.
13 AUGUST 27, 2008
14
15
16

17 BARRINGTON HIGH SCHOOL
18 616 WEST MAIN STREET
19 BARRINGTON, ILLINOIS
20
21

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1 DR. HARRISON: I have used the
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2 term figuratively for years -- now I know
3 the literal derivation of the word
4 railroaded -- and railroaded we are
5 being.

6 This is a land grab of the
7 EJ&E rail line by a Canadian company.

8 In the mid 1800's when rail was
9 becoming a vital source of shipping, land
10 was mostly barren and uninhabited, so
11 Congress put the interests of railroads
12 primary to those of the few people along
13 the way. Environmental impact, safety, and
14 noise disruption of the communities were
15 placed as secondary to the public benefit
16 of commerce afforded by rail traffic. But
17 over the decades, population centers have
18 exploded and must now be given primary
19 concern.

20 The concept that because of its
21 benefit, the railroad's impact should be
22 95 percent mitigated by the community and
23 only 5 percent by the railroad is no longer
24 tenable. And in the case of CN, since no

1 benefit accrues to the communities along
2 the way, 100 percent of the improvements
3 must not only be paid for but fully
4 implemented and completed prior to any

5 increase in length or number of trains or
6 number of tracks along the right-of-way on
7 the EJ&E.

8 We are small people opposing the
9 Canadian National Railway, so we are here
10 to fight that big, arrogant company that
11 tries to intimidate us, because our rights
12 and wants to make us pay for the privileges
13 they demand to be granted?

14 Further, since they are not
15 happy with the speed of our governmental
16 approval process, they want expedited
17 hearings claiming that an extensive
18 environmental review will prejudice the
19 outcome of the surface transportation
20 Board's evaluation and threatens their
21 acquisition of the EJ&E and, therefore, the
22 public interest, and the spoiled bullies
23 want to sue us if they don't get their
24 way -- what?

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1 Neither our Village, the other
2 communities affected, the State of
3 Illinois, or the United States will derive
4 a whit of benefit from this invasion of for
5 environmental impacters into our
6 Countryside. In other words, to quote an
7 old commercial, where's the beef?

8 Their claim that it will relieve
9 rail traffic in Chicago is unfounded in
10 that any abrogation by CNR will rapidly be
11 augmented by the other rail services in
12 Chicago.

13 Currently, only two or three
14 freights and no passenger trains run on the
15 EJ&E line on a given day. CNR proposes
16 increasing the usage to as many as 40
17 freights a day and doubling the length of
18 each train. Two hours in the morning and
19 two more in the evening are reserved for
20 current Metra trains. Since a two-mile
21 train may take 20 minutes to pass, the EJ&E
22 total time of track occupation through our
23 villages is 13 hours for a total of
24 17 hours of Metra and EJ&E trains.

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1 That impact on the villages
2 along their right-of-way is horrendous,
3 potentially increasing delays by a factor
4 of ten. We will be housebound and retail
5 in your village will disappear.

6 Your children who walk to school
7 will face heightened risks to their safety.
8 Increased air pollution and noise pollution
9 will destroy your way of life. And try to
10 sell your house -- would you move here

11 knowing these facts? And do you think that
12 additional track will not be placed
13 alongside of the existing bed? Or maybe a
14 highway along the same right-of-way?

15 The CEO of CNR says that the
16 problems can be circumvented by
17 constructing overpasses and underpasses at
18 the 134 grade crossings in the
19 40 communities affected. He is willing to
20 pay 3 or 4 percent of the realistic
21 estimated cost -- yes, he wants the
22 community to foot the remaining bill.
23 \$13 billion at 100 million per grade
24 separation, and the CEO of CNR (Hunter

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1 Harrison) says we are selfish for opposing
2 his plan. This from a man whose railroad
3 has an annual profit of \$2 billion.

4 So get involved. These guys
5 depend on our apathy and defeatist
6 attitudes. It is said that they have hired
7 a PR firm to hype their position, so we
8 must hype ours. If we assume we can't
9 fight City Hall, we surely will validate
10 that prophecy. Never underestimate the
11 power of the people. We can do it. You
12 can help. Write your opinion to the
13 editors of newspapers. Ask your

14 governmental representatives to formulate a
15 plan of action and to make it public.

16 Stephen M. Harrison. Phone
17 24 hours a day (847) 381-4828. 90 Hills
18 and Dales Road, Barrington, Illinois 60010.

19 (End of statement.)

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