

091108 Pol Kapadia.txt

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1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE ELGIN, JOLIET
3 AND EASTERN RAILWAY COMPANY
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8 STATEMENT OF:
9 DINO KAPADIA
10 SEPTEMBER 11, 2008
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13 HOLIDAY INN HOTEL & CONFERENCE CENTER
14 411 SOUTH LARKIN AVENUE
15 JOLIET, ILLINOIS
16
17

18 CHIMNIAK REPORTING & VIDEO
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1 MR. KAPADIA: 814 Gleneagle Court,
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2 Frankfort, Illinois 60423. These are my
3 comments as a retired senior outlining
4 consequences that have not been addressed
5 as yet: That literally hundreds or even
6 thousands of people could go postal towards
7 Canadian National. Here is why: The
8 Surface Transportation Board is structured
9 to only evaluate changes in the surface
10 environment, not the changes that will
11 occur in the mental environment of
12 thousands of affected commuters who may go
13 berserk.

14 Why? Because after the
15 purchase, repeatedly and unpredictably and
16 due to absolutely no fault of their own,
17 those innocent family supporters who
18 suddenly find themselves living on the
19 wrong side of the EJ&E tracks, such as
20 myself, will be uncontrollably late getting
21 to their work. So, like me, they will be
22 written up and warned three times by their
23 exasperated employers, then fired due to
24 tardiness.

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1 About the tardiness fallout,
2 suppose that about 100,000 commuters in the
3 EJ&E communities drive daily to work. Now
4 suppose that only 10 percent, that is over
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5 1,000 drivers, all the way from Mundelein
6 to Aurora to northwest Indiana that will
7 face loss of job as I do.

8 Add to those car commuters
9 thousands of unfortunate rail commuters
10 whose trains either share or cross the EJ&E
11 tracks where signalmen have long-standing
12 instructions to always give priority to
13 freight trains, because they pay the
14 freight.

15 Now, further suppose that only a
16 fraction of those, feeling confused and
17 helpless, are predisposed to going berserk.
18 That could still be over 1,000 people.
19 What will these 1,000 people do?
20 Hopefully, just honk their horns and not
21 mimic Mayor Daley who sneakily, during the
22 middle of the night on March 30th of 2003,
23 when frustrated with another federal
24 agency, the FAA, said to heck with it and

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1 took some very questionable and illegal
2 actions in tearing up a landing strip to
3 prevent more and more planes from flying
4 into downtown Chicago.

5 Now, I am definitely one of
6 those thousands who will be fired, because
7 irate parents who have already dropped

8 their kids off at the Frankfort Tutoring
9 Center where I work will be forced to come
10 back again and again to take their kids
11 back home because the scheduled math
12 teacher called on his cell phone. He is
13 stuck again at Harlem Avenue, oh, no, now
14 it's Pfeiffer Road, and now at Sauk Trail.
15 He gets stuck now due to slow-moving or,
16 even worse, maddeningly stopped,
17 monstrously long, mile-long freight trains.

18 However, I am a retired senior
19 with a good nest egg, and I work just to
20 get out of the house.

21 No. Surface Transportation
22 Board and Canadian National, I shiver about
23 those thousands of desperate wage earners
24 who suddenly find themselves on the wrong

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1 side of the tracks and may go crazy and may
2 do I do not even want to know what to keep
3 their long-standing jobs that feed their
4 family and keep a roof over their heads.

5 Thousands of us may be fired due
6 to this totally fundamental shift that I am
7 requesting this Surface Transportation
8 Board and Canadian National to acknowledge,
9 that over the last century, towns close to
10 Chicago grew right along with the growing

11 rail traffic. So it is reasonable to
12 assume that where their commuters have
13 currently chosen to live and their schools
14 and their critical departments, such as
15 police stations and fire departments, all
16 were established or built at locations with
17 the existing rail tracks taken into prior,
18 repeat, prior consideration.

19 Note that the case is absolutely
20 and completely opposite with the far
21 western and southwestern suburbs. Over the
22 same century, as they grew in cornfields
23 with negligible rail traffic, their
24 subdivisions and schools and police and

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1 fire departments were built at locations
2 that prior anticipated only population
3 increases of over 100 percent, but never,
4 ever anticipated that disrupting rail
5 traffic would ever increase by 400 percent.

6 So Surface Transportation Board
7 and Canadian National, please do what you
8 can to preserve the status quo. Think of
9 the midnight-madness manipulations of Mayor
10 Daley and do not cause hundreds or
11 thousands of people to go postal on
12 Canadian National.

13 (End of statement.)
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