

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
4
5
6
7

8 STATEMENT OF:
9 KAREN MC CARTHY
10 AUGUST 27, 2008
11
12

13 BARRINGTON HIGH SCHOOL
14 616 WEST MAIN STREET
15 BARRINGTON, ILLINOIS
16
17

18 CHIMNIAK REPORTING & VIDEO
19 Telephone: 312-781-9111
20
21

22 REPORTED BY: Donna M. Kazaitis, 084-003145
23
24

1 MS. MC CARTHY: Karen, K-A-R-E-N,
2 McCarthy, M-C C-A-R-T-H-Y.
3 I have two addresses, business and
4 home, both in this community, 621 South Summit

5 Street in Barrington, Illinois, and 142 West
6 Station Street in Barrington, Illinois. This was
7 my prepared statement, but I will make additional
8 statements at the end.

9 Good evening. First, I want to
10 thank the Transportation Board for this
11 opportunity to speak and hopefully be heard on the
12 proposed purchase of the EJ&E railway by Canadian
13 National.

14 With the three-minute limit, I will
15 not repeat the numerous and obvious detrimental
16 affects your approval of this deal would cause to
17 the Barrington area and the entire Chicagoland
18 regional area.

19 Instead, I will ask you to consider
20 why Canadian National's right to purchase the EJ&E
21 should take precedence over the destruction of
22 American communities.

23 why does Chicago need to be one of
24 the major transportation hubs in the country? Do

3

1 the interests of Chicago area residents benefit
2 more from this deal than the residents of CN? I
3 say no.

4 If the Chicago area rail lines are
5 so congested, it is because they have met their
6 saturation point. Trying to force more train
7 traffic and congestion into this area solely
8 serves only one interest, that of the railway
9 industry.

10 As an agency of the federal

11 government paid by the American taxpayers, you
12 have a duty to perform and evaluate a fair and
13 complete environmental impact report.

14 Your evaluation of this report will
15 be grossly incomplete and negligent if it does not
16 include real mitigation solutions and guaranteed
17 funding sources to pay for the mitigation
18 solutions before this deal is approved.

19 As an architect, my analogy of this
20 deal is a developer going out and buying a large
21 parcel of land with grand pie-in-the-sky ideas of
22 what he is going to do with it, only to find out
23 after the purchase that it is a really bad idea,
24 because the big ideas are not physically or

4

1 economically feasible. However, in this analogy
2 the only people hurt are the developers.

3 In the proposed Canadian National
4 deal, Canadian National seems to think they have
5 the right to demand whatever they want to increase
6 their profits and then pass the destruction and
7 costs onto the taxpayers.

8 You cannot approve this deal
9 without real engineered and financed mitigation
10 solutions in place.

11 Our communities cannot survive
12 through the years the planning and funding process
13 will take, if they occur at all.

14 Where do you, the Surface
15 Transportation Board and Canadian National, think
16 the funding is going to come from?

17 On August 1, 2007, Interstate 35W

18 collapsed in Minneapolis. If you would please
19 remember the issues that arose after that
20 incident.

21 We, the people of the United
22 States, we, the taxpayers, don't have the funding
23 to repair or replace our existing crumbling
24 infrastructures. So please explain how you can

5

1 justify approving this deal on the backs of the
2 American taxpayer.

3 Please do not insult my
4 intelligence by stating that the overall benefits
5 to the Chicago area will be greater than the harm
6 done to a few communities because anyone who
7 believes that train traffic on existing Canadian
8 National lines will be reduced in the future must
9 believe in Santa Claus, the Easter Bunny, and the
10 tooth fairy.

11 It must be in writing in a legal
12 document or it is just worthless rhetoric.

13 This deal is a bad deal for the
14 Barrington area, the entire Chicago regional area
15 and the American taxpayer.

16 Let the freight train traffic move
17 outside of the Chicago metro area where mitigation
18 solutions will be feasible and cost effective and
19 where future appropriate development can occur
20 around them because overpasses and underpasses
21 were designed into the master plan from the
22 beginning.

23 Please, let the Star Line have a
24 real chance to become a reality, truly benefiting

6

1 the citizens of the Chicago metro area.

2 Please, put the interests of
3 taxpayers over the interests of greedy foreign
4 corporations.

5 Please, do not approve this deal
6 because it is a quick, temporary fix for Canadian
7 National.

8 Please, think long and hard on
9 whether getting freight to a location faster is
10 more important than people, safety, pollution, and
11 economic and physical hardships of American
12 citizens and the destruction of our community.

13 Please, do not approve this
14 purchase.

15 That being said, I think it's
16 unconscionable that they can approve this. It's
17 poor planning, poor planning, poor planning, poor
18 planning. It is greed, American greed of
19 corporations.

20 This is bad for everybody. It is a
21 no-win situation.

22 The taxpayers should go after
23 Metra. They should get Metra the money. They
24 should give the money for the Star Line. They

7

1 should outbid Canadian National.

2 Canadian National or the railroads
3 should now become an entity of the United States

4 government as in federal highways and then we
5 lease them to them.

6 In addition, we can control them.
7 We can create revenue to keep this infrastructure
8 going that has to be built. We don't let them
9 have all the profits. And then for the future if
10 their safety record is bad, we get rid of them and
11 we lease them to somebody else at a higher rate
12 making money for the American people.

13 We should not sell our country to
14 foreign corporations. That's all I have to say.

15
16
17
18
19
20
21
22
23
24

□