

Fried 090808.TXT

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

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STATEMENT OF:

10

BILL FRIED

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SEPTEMBER 8, 2008

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LOYOLA UNIVERSITY OF CHICAGO
25 EAST PEARSON
CHICAGO, ILLINOIS

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MR. FRIED: Bill Fried, F-r-i-e-d;
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2 first name, Bill.

3 I'm with the 20th Century --
4 that's 2-0-t-h -- Railroad Club of Chicago,
5 and I cover -- I cover events like this for
6 our newsletter, which is called "The Fast
7 Mail." I've sent various copies to the
8 necessary people.

9 Anyhow, what I would have to say
10 is that I don't see where the real
11 objections to the rerouting is because the
12 people that are objecting, especially like
13 Aurora and some of these other suburbs,
14 lesser suburbs, have plenty of trains going
15 through them already. And I've listened to
16 their statements on the radio, and it seems
17 to me like everything is blown out of
18 proportion to more or less make their side
19 more viable. This would be like pollution,
20 noise, even the length of trains they're
21 claiming are two miles long. Well, that's
22 not right. I know that.

23 Usually the trains are somewhere
24 in the area of, well, less than a mile just

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1 by -- just by the sheer economics of
2 running a railroad. There is certain
3 lengths of trains economically figured out.
4 Once you reach that length, it's cut. They
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5 run another train; economics.

6 So, again, like the mayor of
7 Aurora was very upset about this and is
8 against it. But how can he be against it
9 when he has five lines, five divisions of
10 the old Burlington route going through
11 Aurora and at least 120 trains a day go
12 over this route. So I don't understand.

13 Any claim that the trains will
14 hold up traffic or something, well, they
15 move right along. I'm sure they move at
16 the maximum speed, which would be somewhere
17 around 40 miles an hour. And a train
18 passes pretty fast at 40 miles an hour. It
19 doesn't seem so, but it does.

20 As far as stopping emergency
21 vehicles or something like that, there must
22 be more than one way to get around. If
23 there is a train there, there must be more
24 than one way to get around.

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1 So this might be -- this might
2 be a talking point on their part, but the
3 thing to do, if it's that critical, why
4 don't they have some sort of a facility on
5 the other side of the tracks? Even if
6 Canadian National had matching funds or
7 something of that sort, if it's that much
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8 of a concern for them.

9 And not only that, but they're
10 eventually going to need something on the
11 other side of the tracks anyway, whether
12 the railroad runs trains there or not. I
13 mean Canadian National. That's the EJ&E.

14 You also have the new commuter,
15 which is the STAR line, that's -- you're
16 familiar -- the STAR line, which is
17 basically going to be using the EJ&E tracks
18 to circumvent all this Chicago traffic and
19 cause -- seven-eighths of the collar
20 counties' commuters do not enter Cook
21 County, which is Chicago. That is
22 important. That is why this STAR line is
23 so important.

24 And it also brings all kinds of

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1 economic benefits to the area, which will
2 also mean businesses locate there, and the
3 people can get to jobs elsewhere easily or
4 more easy than they sure are now because
5 most of these people out there only add to
6 congestion with their cars because they
7 have no other alternative as such. But the
8 STAR line would, and the CN would not
9 interfere with the STAR line. That's been
10 wrote down already.

11 what else? well, it's just
12 growth. And I don't think -- I don't
13 think -- regardless of what is really
14 objected to here, you aren't going to stop
15 growth. I mean, it's either -- it's not
16 going -- it's not going to stop because of
17 you. That's basically what I have to say.
18 It's growth.

19 And of course you never hear
20 them object to the taxes and the benefits
21 the railroad give to the city; landscaping
22 and roads, schools. It's just a benefit
23 all the way around.

24 So that's basically what I've

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1 been writing about in the newsletter, and
2 you can report this to the proper people;
3 end of story. That's what I write about.

4 (End of statement.)

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