

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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7
8

9 STATEMENT OF:

10 SHADAN TOFIGHI
11

12 SEPTEMBER 8, 2008
13

14 LOYOLA UNIVERSITY OF CHICAGO
15 25 EAST PEARSON
16 CHICAGO, ILLINOIS
17
18
19

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1 MR. TOFIGHI: s-h-a-d-a-n, last name
Page 1

2 is T-o-f-i-g-h-i; resident of South Loop.
3 And I wanted to speak to the environmental
4 impact of this transaction.

5 We are at a corner of a crossing
6 of the -- what was called the St. Charles
7 Railway and the Metra line, literally about
8 40 yards away -- our residence is about 40
9 yards away from the cross section.

10 The Metra trains at this point
11 get all the right-of-way. So during the
12 congestion period -- the congested traffic
13 period for Metra, which is about from 7:00
14 to 9:00 a.m., and then from about 3:00 to
15 7:00 p.m., the trains -- if the trains
16 come -- if the freight trains come, they
17 will be sitting there. They will sit there
18 for literally hours at a time with their
19 engines on and spewing all kinds of God
20 knows what into the air. They don't turn
21 them off. They sit there with the engine
22 humming, and it is -- from an environmental
23 standpoint, from a residential standpoint,
24 from a freight standpoint, this just is no

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1 good to anybody as far as I can see.

2 If there is a way to bypass this
3 rail and go the other way and make it so
4 the trains are moving, then they get out of

5 the way. Right now what happens is these
6 trains sit there. There is other trains
7 behind them waiting in line, and they are
8 spewing soot into the air at some point
9 down the line.

10 Then what happens is that all
11 the trains have to go through at night, and
12 that is another problem with the noise and
13 everything else. If they are all able to
14 bypass and have a regular flow of traffic
15 at a certain speed, then I would think that
16 the western suburbs would benefit from that
17 as well in that they will be going through
18 during the day, and there won't be as much
19 traffic at night.

20 Overall I think that some of the
21 points that have been mentioned I agree
22 with. Just because the trains have been
23 going through for a while or however many
24 years doesn't mean we're any more used to

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1 it than anybody else.

2 If the traffic is relayed
3 through the whole system and there is a
4 better way, more logical way for it to
5 happen, then Chicago can maintain its edge,
6 economic edge in having be still a major
7 transportation of -- without having too
Page 3

8 much pressure on one area of the city, too
9 much effect on one area of the city if it's
10 dissipated through the whole region.

11 So the economic benefits to the
12 whole region should be taken into
13 consideration.

14 That's it. Thank you very much.

15 (End of statement.)

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