



January 11, 2008

FD 35087



To : Members of the US Surface Transportation Board
Washington, DC

RE: Filings in Support of the EJE acquisition by the Canadian National Railroad.

Ladies and Gentleman:

We prepared an initial filing regarding this matter and then, learning more of some local opposition in a couple Northern Illinois communities, felt it important to supplement that.. The filings are attached.

I want to make it clear than neither CN nor the EJE solicited these comments or filings. This writer's experience in transportation and knowledge of our regional and national rail system provides such a strong belief that this transaction be quickly approved that it has been done of my own free will and volition because this is a large step for a private and fair solution to a long lasting problem of congestion in the Chicagoland area which impacts our national rail system and its ability to provide on time, competitive service for the huge and growing number of Americans who are impacted and rely upon this system, (whether they realize it or not,) for so many things that touch them and affect their daily lives, careers and the ability of this nation to sustain its economic base and compete in a global economy.

We urge the quick approval of this transaction.

Sincerely yours,

John W. Gohmann

President,

Small Railroad Business Owners of America,
Minnesota Commercial Railway Company

ENTERED
Office of Proceedings
JAN 15 2008
Part of
Public Record

ADDENDUM OF FILING OF SMALL RAILROAD BUSINESS OWNERS OF AMERICA AND MINNESOTA COMMERCIAL RAILWAY IN SUPPORT OF ACQUISITION OF EJ&E Railway by CANADIAN NATIONAL.

The attached Exhibit I to our addendum is a copy of a rally type letter which was sent by the Village Board President of Barrington, Karen Darch, apparently to her supporters regarding their opposition to this matter... While we certainly admire her tenacity and drive on this project, we believe the opponent Cities are making far too much ado about this, and, do not realize that the railroads built this country, and, are vitally needed to become as fuel and operationally efficient as possible to keep America competitive.. It's a David and Goliath matter apparently, to Barrington.

First, he cries that federal officials need to develop a sound infrastructure plan for rail freight has been a cry many in the industry have made for decades. We had hoped, over ten years ago, when the Chicago terminal CREATE project was begun with the cooperation of the US DOT and all state and local officials, it would have been funded and implemented. The freight railroads are spending all they have available for infrastructure improvement. Studies in 2003 and again in 2007 by the American Association of State and Highway transportation officials indicating the rail industry to be 30 to 40 billion dollars short of being able to fund its own infrastructure expansion and change have continued to fall of deaf ears. The CREATE project, after ten years, has never been funded more than a hundred million or so by the Federal Government – with railroads providing another 20 or 30 million, and for all practical purposes is dead.

Mayor Daily and two Illinois Governors have supported it and written letters to elected Federal officials, and, NOTHING HAS HAPPENED. The rail industry is congested in

the Chicago terminal, and, cannot wait ad infinitum when the elected officials take no action on important projects like this after ten years, or they will not survive.

This is NOT all about corporate profits of CN or anyone else – this is simply restoring a once “Outer Belt” railroad, created for this very purpose, to its rightful capacity. This effort by CN is a sincere effort to take some capacity restraints off all Chicago railroads and also their own, to IMPROVE RAIL SERVICE for their thousands of customers who very much need such improved service. CN is committing not only the \$300 million purchase price to make it work, but also several hundred million dollars in infrastructure improvements at the project over the next decade to make it work. They are seeking a private solution when, after a more than reasonable wait of ten years for some federal policy to evolve and assist, it did not come, and will not come. The federal government has under funded Amtrak for decades already, and, spent very little or nothing on freight infrastructure improvements – which is something the opponents in Barrington have no realization of.

Of course the current opponents of Barrington do not remember thirty to forty years ago when the EJ&E had nine or ten scheduled trains through the town, as well as extras each day. They also fail to realize that at one time, the triple track mainline of the CNW – now UP through Barrington was a major freight route of the CNW to Janesville, Madison, the Dakotas and Minnesota and Wisconsin businesses, which at one time, carried ten to twelve freight trains a day. The highway system and rationalization of the CNW as a result of massive traffic losses in the 1960's and 1980's redirected that traffic

over other CNW – UP lines. Today, the line is still a major artery to Janesville and the GM plant at that location, and, four to six freight trains per day operate over the line, in addition to about 36 commuter trains daily which operate to Crystal Lake, Mc Henry or Harvard. Exhibit II is a CNW map from the 1960's, and exhibit 3, a close up map of this line today. At one time, the J actually switched over Barrington streets making interchange to the CNW every day, but, in the downturn of rail business in the 1970's and 1980's, the use of this interchange ended. We do not believe CN has any plans to revive it.

Several other important points. There has been a major shifting and increase in rail traffic over many other corridors into Chicago since the 1980's, due to increases in demand for Powder River Basin coal and three mergers or acquisitions

1. Acquisition of former Milwaukee Road mainline from Chicago to Mpls in 1985 by Canadian Pacific. This mainline not only carries Metra trains, But now dozens of CP freight trains operating to and from MSP and Canada,
2. Acquisition of CNW by Union Pacific in 1995. This mainline (shown on the bottom Of Exhibit II) carries Metra Trains and the number of freight trains has almost tripled since the mid 1980s.
- 3 Merger of the BN and Santa Fe in 1995 (shown on Exhibit 5) The former east west Mainline of the BN carries dozens of Metra trains daily and the number of freight

Trains operating over this line has close to doubled as a result of rerouting and Increased rail traffic.

There have been some negatives. The bankruptcy of the Rock Island in 1980, which handled Metra commuter service between Chicago and Joliet, diverted some 10 to 12 freight trains daily to other routes, but the line still handles about 26 commuter trains a day,

Secondly, the Bankruptcy of the Milwaukee that same year and its reorganization over five years saw that line, operating Metra trains from Chicago to Elgin, thence Onto Savanna and Kansas City, saw the diminishment of freight service as much of that traffic had to also find a reroute over non bankrupt carrier trackage.

Here are some tables which show the traffic about 1980, versus today, as a result if all these changes These are out best estimates of daily traffic, each carrier could provide actual averages, which may vary year by year, but, all show huge trends.

Line Segment	Freights, 1980	Freights, 2008	Metra, 2008
CNW.-UP Chgo – Harvard, Including Barrington	8 – 10	4-6	30 plus
Chicago – West Chicag0 (Wheaton, Lombard, Elmhurst, Glen Ellyn, West Chicago)	20	50-60	36 plus

BNSF

Chicago – Aurora (Lisle, Western Springs, Clarendon Hills, Hinsdale, Westmont, Downers Grove)	20	50-60	40 plus
--	-----------	--------------	----------------

&8Amtrak

CP – Chicago to Rondout (includes Niles, Morton Grove, Glenview, Northbrook, Deerfield, Lake Forest, Golf, Techy)	18	25 to30	30 plus plus 18 Amtrak/day
--	-----------	----------------	--

Metra – former Milwaukee Chicago – Elgin	16	6	30 plus
---	-----------	----------	----------------

Metra – former Rock Island Joliet, Blue Island, Midlothian, Oak Forest, Tinley Park, Mokena, Joliet	20	4	30 plus
--	-----------	----------	----------------

In addition the UP merger with CNW in 1995 as well as additional traffic demands increased freight traffic on the former CNW Shoreline through Northbrook, Deer Field, Lake Forest, and North Chicago from about six a day to ten daily.

All of these lines carry hazardous material, many carry double stacks and 100 car plus unit coal trains, and the concerns of Barrington that CN is going to cause serious disruption to their communities with derailments, crossing blockage, etc, all have not occurred in these other communities. All have learned to accept the train traffic. In some cases, overhead or underpass crossings have been built through federal or state funding. All these communities have hospitals where ambulances have to cross these very busy mainlines. We know of not one incident in us living in the Northern suburbs in Libertyville where a train running through a crossing, usually taking as CN and we have

said, about five minutes, have cost the life of one person.. Ambulances of this era are emergency rooms on wheels, with life support and constant contact with the hospitals. Further, the law of averages indicates that with the estimated additional about 30 minutes These trains will occupy crossings, there will be very few times when an ambulance Will be or has been blocked by a train movement. This writer's home is ¾ of a mile west Of the CP mainline just North of Rondout. From my almost 43 years in the industry, I recognize hazardous material cars and there are a lot of them, in fact, CP runs some unit trains containing hazardous materials from time to time. Since living at this location Over 20 years, NOT ONCE have we experienced a derailment with all these trains running. AND REMEMBER, ALL MATERIAL, COAL, FERTILIZER, MANUFACTURED GOODS, ETC., ALL HAVE TO MOVE BY RAIL, OR THE HIGHWAY! They move at 7 to 10 times greater fuel savings and energy savings, and, emissions savings, per ton, on the rails than on the highways and if they were placed on the nation's highways, gridlock would occur and secondly, the exposure to the millions on our nations highways would dramatically increase – in addition to those living in the communities where these highways and interstates are located..

,

Should a "Not in My backyard" cry from some towns along the route of the EJ&E stop this very important transaction? If each town along the UP, or the CP or BNSF routes, such as Northbrook, Deerfield, Lake Forest, North Chicago, Niles, Downers Grove, Hinsdale, Clarendon Hills, Techny, Golf, Glenview, Wheaton, Glenn Ellyn, and on and on – towns that are larger, by far, than Barrington, Mundelein, or Matteson, or Frankfort,

Along the “J”, had taken this not in my back yard approach and the ICC or now STB not approved these rail mergers because local interests were found to be superior to the national interest of a strong, efficient and growing rail transportation network that must adjust continually to market demands and do all in its power to serve its customers, THIS COUNTRY WOULD BE IN GRIDLOCK ALREADY.. The STB knows it has no funding authority and its influence with Congress has been very little to nothing, quite frankly. Even if it were to change its heretofore “market forces” approach to rationalization and change in the rail system, and, public policy were to suddenly start shedding hundreds of millions of dollars on rail improvements, it would take ten years at the least to make a meaningful difference – and the industry and country does not have the luxury of that time. Energy demands and prices are rising 10 to 20% a year, demands on the rail system are equal to increased energy costs, which is forcing more traffic to railroads. The back up on railcar orders alone to handle this increase is about 18 months! There are not enough car builders in America to build them fast enough.

It should be noted that the CREATE study and plans, itself, had considerable reroutes and line changes which would have resulted in substantial more traffic going through various areas of the suburban area – people have to understand and accept the fact that change is inevitable and must happen – and home displacements, traffic increases, etc, were going to occur under the Federal CREATE program PROBABLY CONSIDERABLY MORE THAN THIS CN acquisition of the EJE, which is but a small part of several ways CREATE and other rail planners laid out to improve the transportation capacity of the area.

We find it very ironic that Barrington and others do not complain when commuter trains stopping at stations in their towns for three to four minutes and block crossings, now complain just because increased freight traffic may cause 20 to 30 minutes REAL traffic delay time. Communities can create Quiet Zones to alleviate whistle blowing, as Mundelein and other towns on the CN commuter portion of their line have done. And remember, CN did not have to allow Metra to operate trains -- it was by their concurrence to let these trains operate on their line that they in fact operate today, and, they get no public appreciation whatsoever that this concurrence allows their operation.. Instead, Metra now "complains" that a proposed low capacity new route which is under study along a portion of this line "may have to build a separate track" to operate perhaps five to ten rail diesel car trains daily -- five to ten years from now, IF it gets federal funding. Metra has had it very nice for a long time with freight railroad cooperation, but, with increased traffic from freight, which is the only way these lines can remain in existence supported by our private capital system in America, Metra would not even have a place to "ride" absent this private capital system supporting these lines..in many cases.. In the Northeast, on the Northeast Corridor, more trackage and lines had to be built between Washington, NY and Boston at the expense of these agencies NOT because of freight traffic, but because passenger commuter traffic of so many lines (plus Amtrak) using the corridor grew so quickly and demand for trains increased that the capacity had to be expanded.. and the agencies themselves had to fund the expansion, and that's the way it should be and the way the system works.. The tail cannot wag the dog -- the golden egg

cannot crush the goose – not unless the STB wishes to eliminate our private capital system in America and instead take us into Socialism.

Barrington and the other communities will easily survive this and probably prosper from it in the long run..just as have the dozens of other communities in the Chicagoland metro area who have experienced dramatic rail freight growth through the hearts of their towns on tracks which were built there at least 100 years ago and which in fact, allowed the development and creation of jobs and growth to them.. Sadly, people of today do not realize the railroads built suburban Chicago and without them, the commercial base Chicago metro area enjoys today would not exist. Blockage of crossings for an additional 20 to 30 minutes a day during times when people are using them is but a small, small contribution which each of dozens of Chicagoland communities provide to a stronger America. And, again, remember, they don't complain when it's caused by a commuter train operating on a line where the freight railroad has given Metra access, nor do they complain about the massive traffic jams around these stations and their parking lots when people go to work or come home, or are being picked up or dropped off!

While of course, pristine communities don't like change, their interests have to give way to the stronger national objectives of fostering a strong, private rail freight system that makes America competitive in what today is a North American continent and global economy where Americans are consuming more and more foreign products, as well.

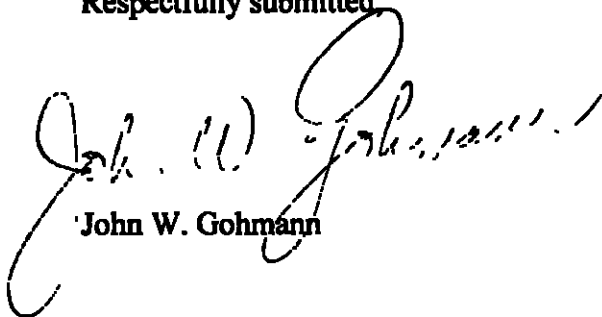
This writer's concern is deep that this kind of not in my back yard philosophy to our national transportation needs is allowed to control the day, it will be a significant nail in the coffin of American commerce and our national freight rail system. It cannot happen.

History shows that in each of the communities along the UP, the CP and BNSF lines where both freight and commuter traffic increased and there was a bonafide need for improvements or changes, cooperation with state, federal and local funding sources and the railroads found ways and continue to find ways to accomplish it. That is exactly what should happen here...

This transaction is very important, its not the CN trying to get rich, but, the CN striving to find a private solution in a governmental environment where private solutions are mandated and where as history shows, efforts to obtain and use federal funds have not come to fruition for over 10 years and nothing on the horizon, except possible hortatory from an elected official attempting to sympathize with his supporters, exists to suggest it ever will.. The CN acquisition actually will SAVE several hundred million dollars of federal or state expenditures that would have been made in the CREATE project and plans which never came to fruition – and never got beyond the drawing boards, and will not.. Once again, after about a forty year hiatus, the EJE again can become what it was built to be- “Chicago’s Outer Belt” taking traffic “around, not through Chicago.” None of the communities will see any more, in fact in most cases less, and grade crossing occupy far less, than they way the former J operated, which had to switch cars at 5 mph over hundreds of public streets in all these communities to make interchanges to other

railroads. The CN plan is single trains for major railroads, all delivered in one train, that wont stop to do any of this, and, will slip through the towns quickly almost without notice and with no real hardship or delay, once folks get used to them..

Respectfully submitted

A handwritten signature in cursive script, appearing to read "John W. Gohmann". The signature is written in black ink and is positioned above the printed name.

John W. Gohmann

attachments

The Village of Barrington
200 S Hough Street
Barrington, IL 60010-4399

For more information
Karen Darch, Barrington Village President
(847) 304-3400

January 10, 2007

Canadian National's Proposed Acquisition of EJ&E

**THANK YOU!!! THANK YOU!!! THANK YOU!!! THANK
YOU!!! THANK YOU!!! THANK YOU!!!**

Our community showed what it was made of when a precedent-setting 1600 people (STB estimates) showed up at Makray yesterday to express their concerns about CN's acquisition plans for the EJ&E! The STB staff was overwhelmed by the attendance and understands how serious our objections are to this transaction

In addition to an outpouring of concerned citizens, we had a tremendous amount of media coverage for the event from The Chicago Tribune, The Chicago Sun Times, WBBM, The Daily Herald, The Elgin Courier News, and CBS Channel 2 Chicago

YOU have been a vital part of winning this particular battle in the STB process, but the war continues. We will be getting back to you very soon to let you know what the next action steps will be as we shift our focus

to making our federal elected officials understand that regional freight management needs a comprehensive federal solution. We understand that freight needs to move through the Chicago region, but rather than allowing a railroad to pursue increased profitability on the backs of localities that don't have the infrastructure in place to deal with it, we must look to the alternatives based on the foundation of a well-reasoned regional freight management plan.

For now, please keep your yard and window signs in place, and stay tuned ..

For up-to-date information and next steps, please [click here](#).

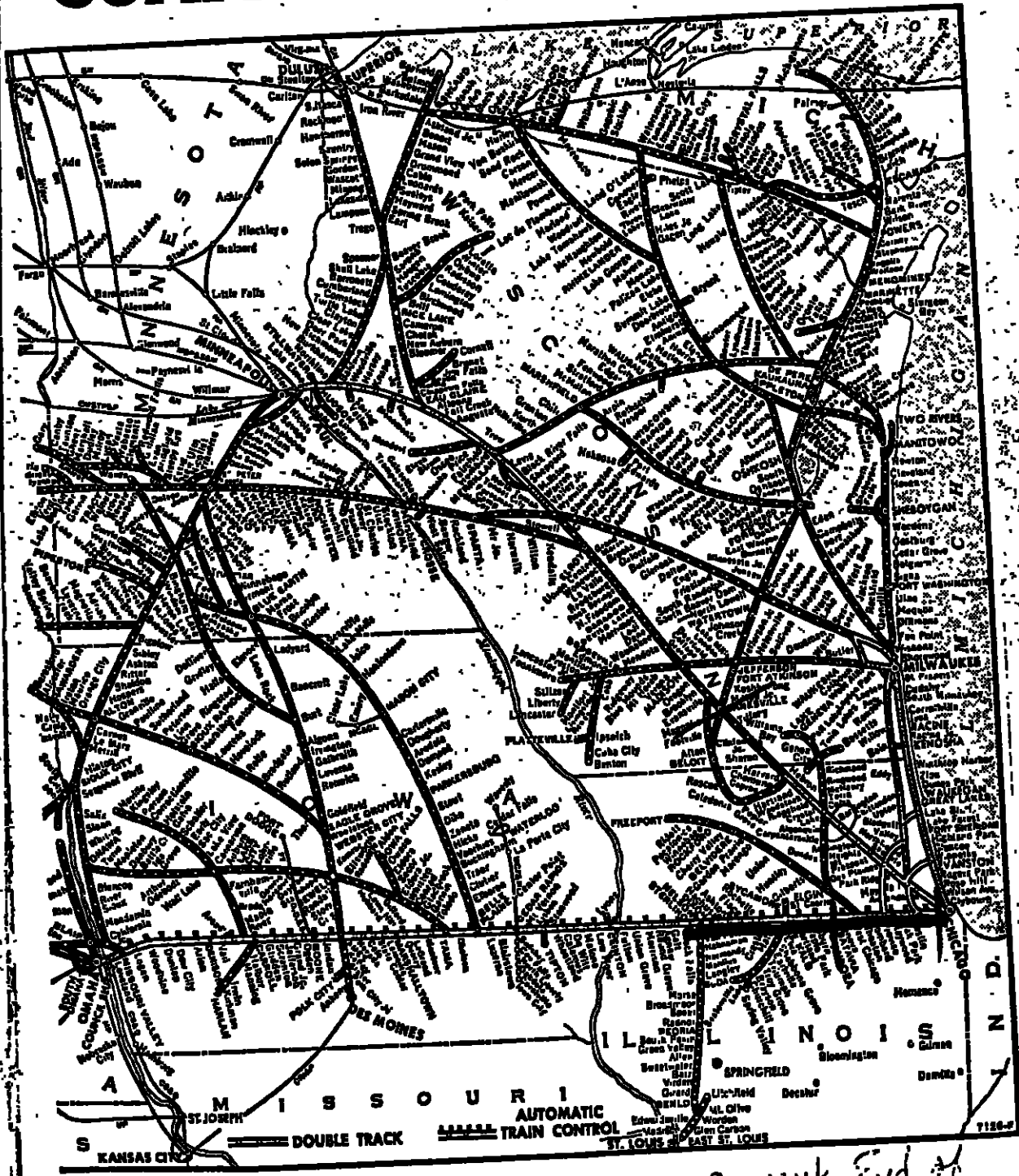
This email was Anti Virus checked by the WSOR Astaro Security Gateway. h+

www.cnrailroad.com

Ex I

NORTH WESTERN COMPANY

Mc. Thru Barringford

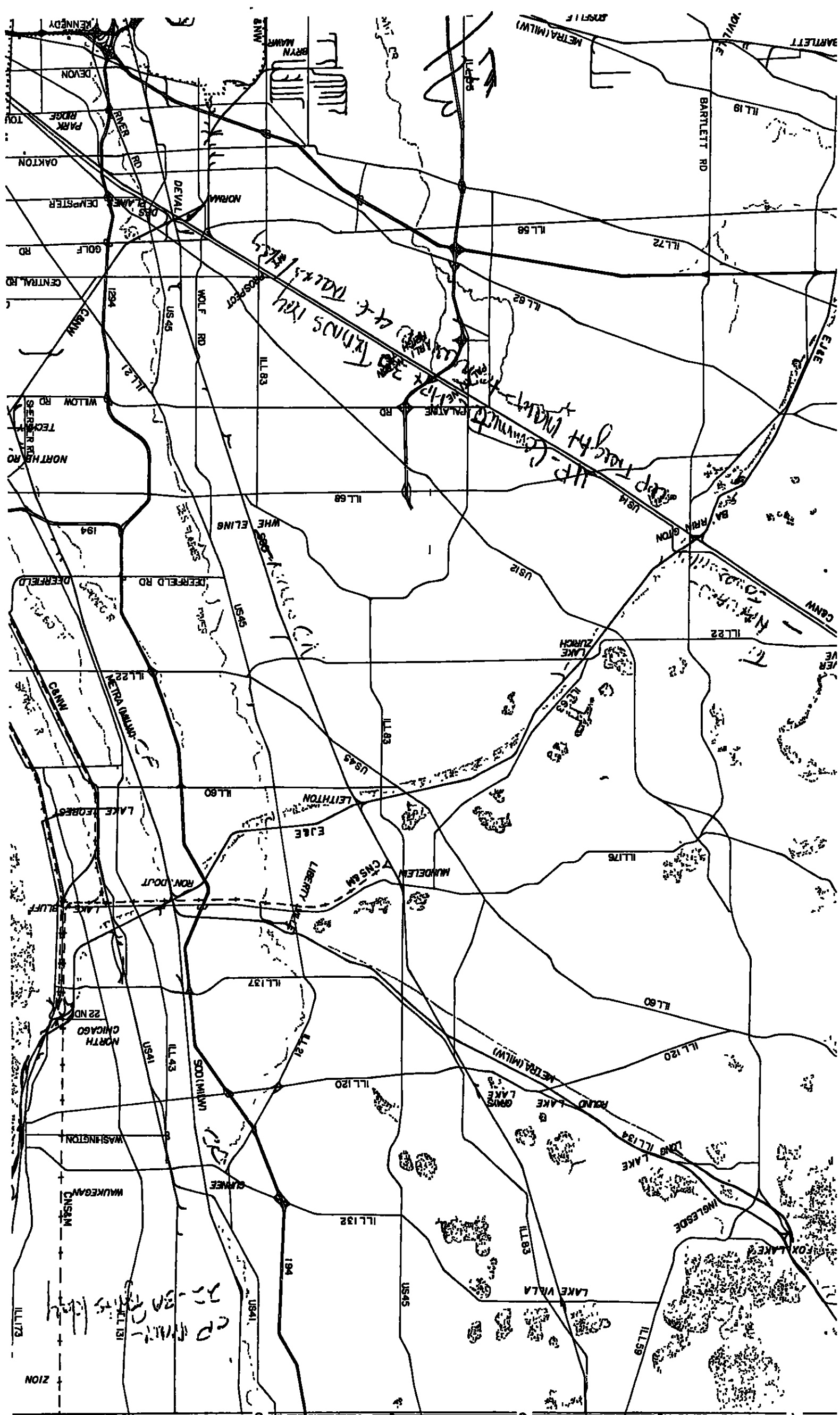


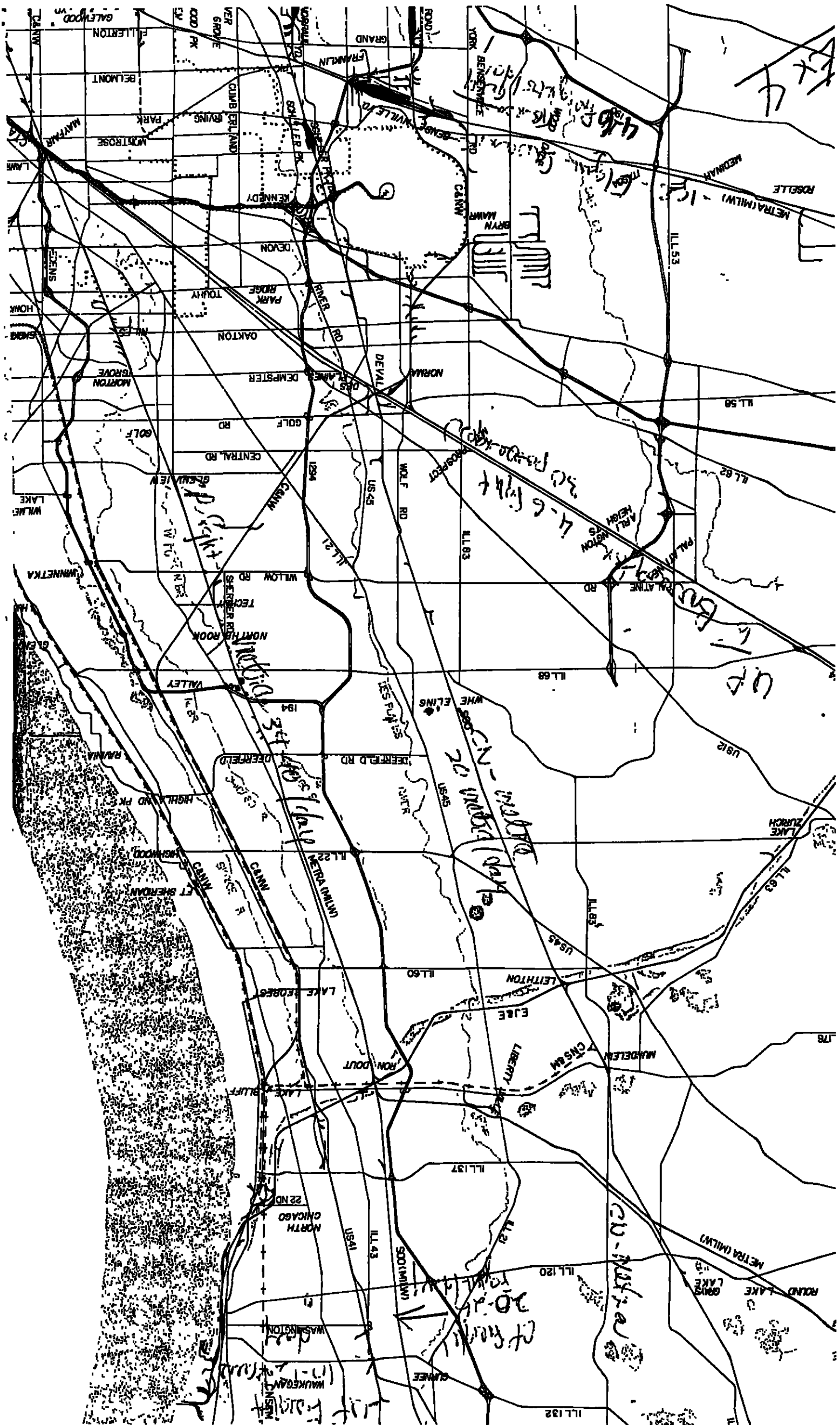
Freight Service

UP *East*

*Current End of
of line*

St. Louis - Milwaukee







Presentation to the United States Surface Transportation Board

In support of:

**Acquisition of the Elgin, Joliet and Eastern Railroad by the
Canadian National Railroad System**

Introduction..

**My name is John Gohmann.. I have almost 43 years in the rail transportation business.. I
Was a founder of the Chicago Rail Link, the Iowa Northern, and the Minnesota
Commercial Railway. I remain as its Chairman and President today, after 21 years of
operation.. I am also President and a founder of the Small Railroad Business Owners of
America, and, my presentation to you speaks for both entities.**

**Educationally, I hold an undergraduate degree in business from Coe College, Cedar
Rapids, Iowa, and, a Masters Degree in Business from Governors State University,
University Park, Ill.**

**Experience wise, my railroad career will reach 43 years in June of 2008. I began in 1965
full time as a brakeman and conductor on the Milwaukee Road in Iowa, worked for the
CNW as a Chief Yard Clerk, and, in 1969, upon my college graduation, was hired as a
Cost Analyst – Industrial Engineer for the EJ&E Railway. I served thereafter in that
capacity, as a trainmaster, on special assignments from the Vice President, Frank
Fitzpatrick (who just passed away this last fall at age 88, cigar smoking
notwithstanding), and, from December, 1970 until November, 1976, was a Supervisor of
labor relations for the “J” handling operating and non operating employees contracts. I**

became very familiar with the J's operations at the time... I left there to work for the National Railway Conference and became a Carrier Member of the National Railroad Adjustment Board for four years. There, I furthered my knowledge of railroad operations all over the country..

When I began my career at the J, they were handling literally hundreds of thousands of cars per year between eastern and western carriers, bypassing the crowded Chicago switching terminal.. The J management had recently determined by a study that the handling of these cars was no longer profitable under existing division agreements which were the product of regulation, and, imposed surcharges on them to make a reasonable profit.. This in turn caused the larger railroads and shippers who were routing this traffic (and who would have to pay the J surcharge), to rethink their routing options.. By the early 1970s. most of this business had been rerouted, and, railroads like the BRC and IHB, jointly owned by the class I;s then as they are today (who had been having difficult financial times) were the benefactor of this rerouted traffic..and their fortunes began improving as a result.. For years, the J had marketed this business. Exhibit A are two maps from early 1960;sOfficial guides – where the J marketed itself as “Chicago’s Outer Belt” and had adopted a slogan “around, not through, Chicago”.. There is a timetable from a 1965 Official Guide showing at that time, a total of nine SCHEDULED trains between Joliet and Waukegan.. Most of that traffic went to Gary, as well, or to other eastern Connections such as Griffith, Hartsdale, Porter, Chicago Heights, Dyer, Matteson, and, even to a connection at Brisbane with the former Chicago St. Louis Line of the old Wabash.. The J ran less scheduled trains, but, literally dozens of turns east of

Joliet each day, as traffic would build up from western connections at the Burlington, Eola, the CNW at West Chicago, the old IC at Munger, the Milwaukee at Spaulding, and, other northern interchanges.. In the early 1970's,. there were at least 20 trains daily between Joliet and Gary..

Exhibit B are copies of certain pages from the only book I know written about the J, "Images of Rail – Elgin, Joliet and eastern Railway".. The book has much sentimental value to me, as many of the employees and officers pictured were top executives in the company then and they mentored me.. But, of interest is the history itself, outlined in the Introduction, which noted that the railway itself was formed originally to run between Waukegan and Joliet as the Joliet, Aurora and Northern Railway – which would eliminate the need to route traffic into Chicago for interchange.. In the late '1880's, the J founders planned another line to reach east of Chicago but lacked the capital to build it.. About 1888, US Steel or its predecessors entered the picture and bought the J, A and N from the founders and chartered a new line to the east – to reach originally Valperaiso, Indiana (later stopping the construction at Porter), and to reach the Gary Mills of the then Carnegie Steel Company.. When Carnegie Steel built a new plant in South Chicago close to the turn of the century, the South Chicago branch was built to reach that mill. The J had many firsts in its history – it built the first electronically operated hump yard in the US (where this writer worked as a trainmaster and on many special assignments for a few early years of my career), and it was the first Class I carrier to be completely dieselized in 1949.

During my tenure at the J, up to 50 road trains a day originated or terminated at Kirk Yard - there were just a few scheduled trains, but, for example, it was not uncommon to interchange 200 cars a day with the old NKP (now NS) at Van Loon, and turns would be sent with empties that had accumulated at Van Loon and delivered and loads picked up and return to Kirk yard – largely coal and coke for the Steel Mills.. And, at Griffith, where the J interchanged with the GTW, The Erie Lackawanna and the C and O, it was not uncommon to run at least one “Griffith Turn” each shift to handle traffic as cars would accumulate at interchanges and in Kirk Yard for each carrier.. Then, turns were run to Dyer or Hartsdale to interchange traffic with the Monon and the old PRR “Panhandle division”, at least one and may two turns would operate daily to Matteson, to an interchange with the IC and to Chicago Heights, to interchange with the old C&EI (now UP, nee, MOPAC) and Chicago Heights Terminal and Transfer.. To give the Board an idea of the employment, during that time, the J had over 3600 employees, compared to only about 500 or so today, and during that time, about 45 switch engines per shift operated in Gary Mill, and, another 45 to 50 transfers and yard jobs (not including road assignments)operated EACH SHIFT at Kirk Yard.. We were expected to hump at least 2300 cars a day, and, Mr. Fitzpatrick and his long cigar and panama hat oftentimes visited the hump tower early in the morning before driving to his downtown Chicago office to make sure we did.. The actual through put through KirK Yard in those days was more like 3500 to 4000 cars a day, as long cuts of coal or coke, or limestone, which were in 25 to 50 car blocks, were never humped but flatswitched from inbound receiver t tracks to outbound departure tracks for road trains.. At the time, coal came from not only

eastern carriers, but, also, from the CEI at Chicago Heights and the IC at Matteson in large 50 to 100 car unit train sizes.. While the speed limit then and now is still 45 mph, Rarely, due to the huge tonnage of the trains we ran, did they reach that level.. Average train speed was more like 25 to 30 mph..Trains oftentimes would stop several times enroute to pick up and set out cars at interchange tracks which oftentimes blocked city streets unavoidably.. In addition to “overhead traffic” and steel traffic, the J began handling unit trains of coal between Joliet and Gary, and, between the Burlington interchange at eola and South Chicago, to a Commonwealth Edison generating station there.. There were usually at least three coal trains a day in addition to this other traffic operating in these areas, 100 car plus long trains. Pictures of some of these trains from this book appear as Exhibit B.. Also, the J routinely handled detour trains of other railroads, solid trains, due to derailments or sometimes terminal congestion. Some of those are are also pictured in the book pages at Exhibit B..

I have read and reviewed the CN operating plan for the J.. In essence, the CN in reality plans to operate LESS trains on the J than it did itself during its zenith as a major steel hauler and handler of intermediate traffic. And, further, unlike the J trains which stopped and started at many stations enroute to set out and pick up cars and block crossings, the CN trains are going to be run thru trains which will not stop or be switched once they leave Kirk Yard, or upon receipt at a connection – they will be solid trains for the CN which will operate straight through and perhaps tie up a road crossing a few minutes each – with ample power to reach the 45 mph or perhaps higher current track speed of the J.

And, the plans to add double track at critical points will further assist them not being on crossings that long..

The decline of the Midwest steel mills began in the 1980s and South Works is now shut down all together (about 20 years ago), and, the amount produced at Gary is a trifle of what it once was. This provided capacity to the J, which in essence was built for and experienced, up until about 20 years ago, far greater tonnage than it now moves.. Higher truck weights and the interstate system have taken much of the 300 to 500 mile moves away from the rails and onto the interstates..

In the meantime, higher fuel prices and demands for western coal and long haul intermodal, and the massive development of trade with the Orient in this global economy, have placed massive demands on the remaining Class I carriers.. All of which or most of which has to be funneled through the city limits of Chicago and class yards either in the city or near the City.. The City lobbied hard for a two or three billion dollar federal grant to do substantial rerouting of trains and avoid many existing crossings but that project , called CREATE, has never been funded properly and seems to be dying on the vine.. In the meantime, the stress not only on Chicago and other road crossings on the IHB, and the BRC, have grown.. Just a year ago, before the business turn down, which will certainly within a few years turn around again to an extent, saw solid trains of many of the major carriers – all of them BNSF, UP, CN, CSX, NS and more, all being held 20 to 40 miles outside the terminals for up to two or three days for “ slots” when they could be worked into inner suburbia classification yards – this being of course, not good for rail

shippers nor the general public..The same was true with Intermodal trains. Many would have to sit and wait for up to 24 hours to get into a terminal.. Many of the trailers or containers on those trains were and are destined for eastern carriers..and they have to be “rubbered” (placed on chasis) and drayed across town on the major interstates to reach the Eastern terminals, where they are reloaded off rubber wheels and back onto railcars. (The current railnet work in Chicago simply does not have the capacity to interchange all these intermodal trains, which must meet truck travel standards to meet customer demands, so there is no choice but to “rubber them.” (Most major rail intermodal terminals are located with 5 to 10 miles of down town Chicago, for example, Corwith near Cicero Avenue, CSX and UP, at Wood Street and Canal street areas, near downtown, CP at Bensenville, NS at 63rd Street (Englewood and also near downtown)

The CN proposal will take thousands if not hundreds of thousands of those trailers off the major interstates of Chicago once fully implemented , as solid trains can be made up by other connecting carriers for major points on the CN system. No, its not going to take all this traffic off the highways, by any means, but it will make a significant dent...

For shippers, it will reduce terminal transit time and overall transit time through Chicago interchanges for all the CN customers by as much as three days.. Presently, for example, my company (Minnesota Commercial) receives cars from Gary and from other CN lines such as the former IC and GTW for customers in the Twin Cities.. It is not uncommon for those cars to take 3 to 5 days to just go through Chicago switching...either from CN lines, or from other Eastern or Southern connections. The CN will build a solid train for

Stevens Point WI each day at Kirk Yard, and, the transit time will improve by at least three days..

While the BRC and perhaps the IHB will experience reductions in volume as the CN will reduce their use of them in favor of this far more expedient method of handling, its not going to ruin them by any stretch.. Our railroad has realized that when you handle cars as an intermediate switching carrier, you are handling traffic not within your control except for your ability to handle it quickly, and at reduced costs to keep terminal costs for the overall move within reason so as not to force the business to truck.. We never will be an IHB or BRC, but, there are days we can handle 200 such cars, and watch it cut back to 50 or less the next day.. While we are not certain, we cannot imagine that the loss of the CN system business could be more than 8 to 10% of the total volume of any of the major Chicago switching lines, and, this in turn will free up some of their capacity to avoid future delays and back ups as well, and, that will filter through as a benefit to all line haul carriers (east, west, north and south) running through and into their own and each others major yards either via the IHB, trackage rights on the IHB, or, on their own tracks. In essence, of the major roads reaching Chicago (CSX and NS from the east, and BNSF, UP and CP plus the ICE – DME) from the west and north,, only the traffic destined to or from one major road, the CN, will be subject to this diversion via the EJE For some towns, such as Naperville and all along the BNSF and UP major east – west lines), for example, there may be actually one train or two trains a day less in each direction, as those will be routed over the J and bypass them.

For towns such as Barrington,, the addition of perhaps six to eight trains a day, with a crossing occupany of an average of six to eight minutes per train, may result in a little traffic back up, but, bear in mind, some of these trains will run at night when there is little traffic on their roads, as well. We do not know those percentages.. For towns between Gary and Joliet, the added traffic will be no more than what they used to see on the J 25 years ago, with one major exception, the trains will not be stopping to switch – they will be almost all solid interchange trains to connecting carriers.. Figuring average crossing occupany of five minutes per train,, from the time the signals begin until they end when the train passes, 10 trains daily, as an example, will add a total of 50 minutes of crossing blockage, and, if half of them are at night, then 25 minutes.. Stop lights at major intersections established by these same cities to control traffic can tie up traffic for two or three minutes by the time arrows for tuning, etc., all time out.. Interestingly, towns such as Mundelein never complained when METRA added an additional 18 to 20 trains a day of commuter service , due to the cooperation of and participation by CN to let them operate such trains on their lines. As I read the operating plans, the new trains will not interfere with Metra traffic at all. Interestingly, this writer, who lives in Libertyville, has been stopped at CN crossings in Mundelein for five to six minutes when Metra trains stop within the grade crossing circuits near the Metra station there and that can happen at other Metra stations on occasion, as well down the line, including Vernon Hills..

As we read the operating plan, there is no significant interchange planned with the UP at Barrington, as that is not a major freight line – most will occur in solid trains at West Chicago which again will not stop on crossings or do any switching. There are at least 30

some UP (operated for Metra) commuter trains (if not more) operating southeast to Northwest in Barrington daily that cause far more havoc to Barrington traffic patterns than the advent of another between six and ten freight trains daily operating on the west side of Barrington (and also Naperville) that may just have a very minor impact on vehicular traffic.

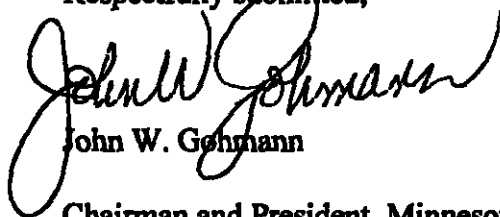
There are state and federal programs which can be available to improve any crossings or even grade separate, in rare occasions, a few if any of the crossings where over time, the traffic patterns actually “collide?” When UP acquired the CNW in 1995, rail freight, due to not only the merger but increases in Powder River coal and Pacific Rim stack trains which developed as our economy became more global, began a trend which have now doubled them..in 12 years . The UP east west mainline goes through Elmhurst, Wheaton, and, many more Western Chicago suburbs and with commuter service now extended to Elburn, 8 miles west of West Chicago, adding more commuter trains. With cooperation between the railroad(s), the City, the state and federal funding authorities, those issues can be dealt with just as they have been elsewhere.. BNSF traffic along their east – west line has more than doubled in the last 15 years due to not only their merger with the ATSF, but, increased demand for western coal and Pacific rim business. Starting at Cicero and Berwyn, the BNSF lines go through Western Springs, Downers Grove, Hinsdale, Naperville, and more. The coal they handle is very important – it allows utilities all across America and in Chicago to burn low sulphur, EPA emissions compliant coal that provides 80% of the electricity to homes and businesses in the Chicago metro area and similar percentages across the USA...

In summary, we live in a global environment.. The concerns of the cities along the J and a few along the CN mainline from Leithon North are in many cases far more imagined than real (in fact, this will take much CN freight traffic off the CN mainline south of Leithon and the suburbs Vernon Hills, Wheeling, and all the way to Schiller Park), allowing greater capacity for Metra growth.)..

All other metro areas in the Chicagoland area have had to work with and manage substantial additional rail traffic. But, without it, our highways would be at gridlock, and, the opportunities to reduce our nation's energy consumption (again reminding all that railroads are 7 to as much as 12 times more energy efficient per ton of freight moved than trucks) would be stifled..

We respectfully submit to the Board and those concerned about the changes that the good far outweighs some minor inconveniences (perhaps for some, 25 to 30 minutes of total grade crossing blockage time during the hours of 7am to 7 or 8pm).. And all these concerns can be met with improvements where necessary funded through US DOT programs and to a lesser degree, but state of Illinois programs. We strongly urge the Board to approve the CN -EJ&E proposed merger..

Respectfully submitted,

A handwritten signature in black ink, appearing to read "John W. Gohmann", is written over the typed name.

John W. Gohmann

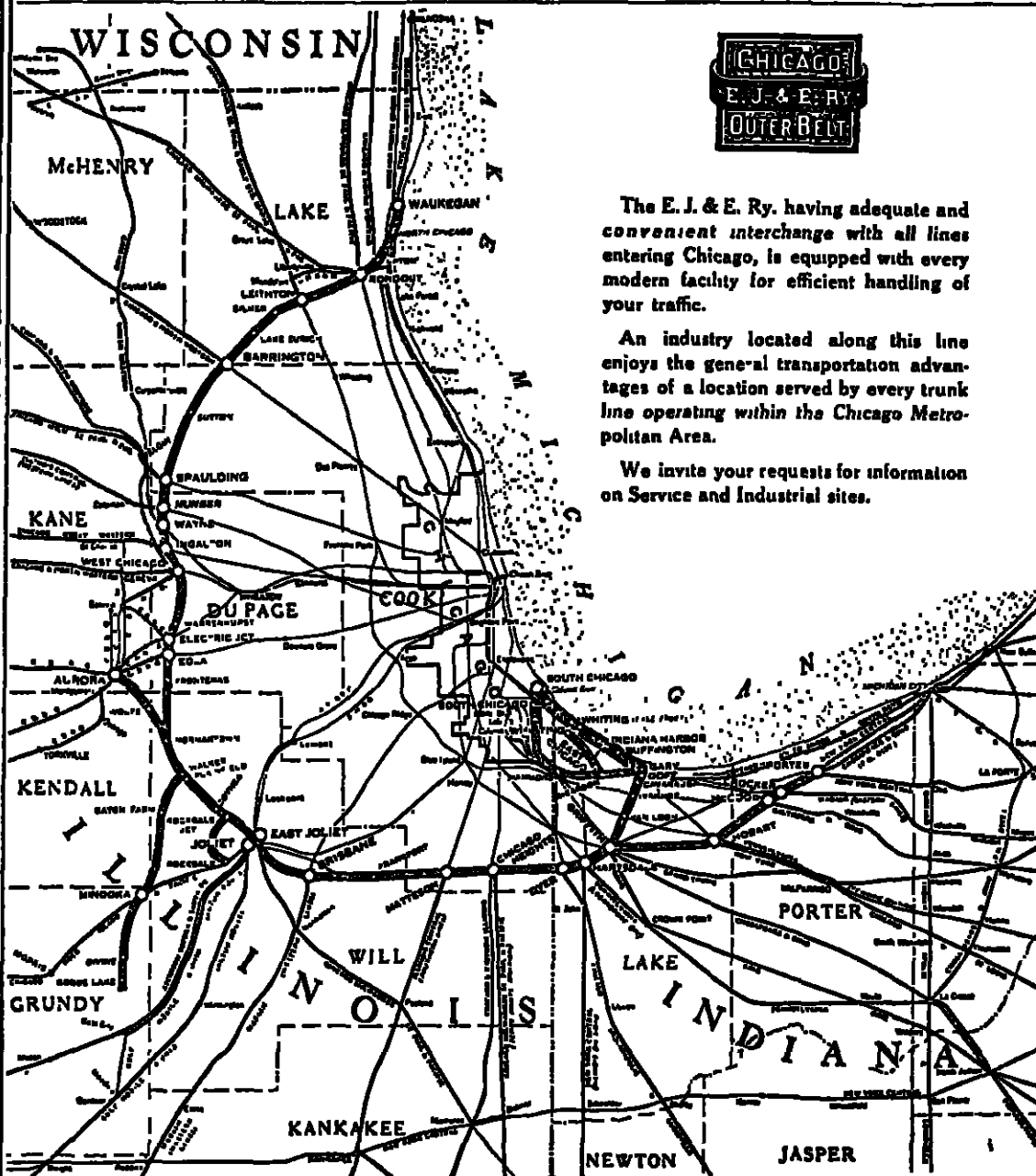
Chairman and President, Minnesota Commercial Railway,

President, Small Railroad Business Owners of America

Exhibit A

1960 to 1965 Excerpts from the J 's listing in the US Official Railway Guide.

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY



The E. J. & E. Ry. having adequate and convenient interchange with all lines entering Chicago, is equipped with every modern facility for efficient handling of your traffic.

An industry located along this line enjoys the general transportation advantages of a location served by every trunk line operating within the Chicago Metropolitan Area.

We invite your requests for information on Service and Industrial sites.

RAILROAD CONNECTIONS WITH POINTS OF INTERCHANGE.

A. T. & S. F. Ry. Joliet, Ill.	C. W. P. & S. R.R. ... South Chicago (98th Street), Ill.
B. & O. R.R. Curtis and McCool, Ind.	Erle R.R. Griffith, Ind.
B. & O. C. T. R.R. East Chicago, Hammond and Whiting (Lake Front), Ind.	Grand Trunk West. R.R. Griffith, Ind.
Belt Ry. of Chicago South Chicago and South Chicago (98th St.), Ill.	G. M. & O. R.R. Joliet, Ill.
C. & O. Ry. Griffith, Ind.	Illinois Central R.R. Matteson and Muncie, Ill.
C. & O. Ry. (P. M. Div.) Porter, Ind.	Indiana Harbor Belt R.R. Hammond, East Chicago and Indiana Harbor, Ind.
C. & E. I. R.R. Chicago Heights, Ill.	M. St. P. & S. S. M. R.R. LaSalle, Ill.
C. & N. W. Ry. Barrington, Waukegan and West Chicago, Ill.	Morton R.R. Dyer, Ind.
A. & E. Ry. Electric Junction and Wayne, Ill.	N. V. C. R.R. (W) Pine and Potter, Ind.
B. & O. R.R. Elia, Ill.	N. V. C. R.R. (W) Harardale, Ind. (Illinois Div.)
C. W. Ry. Ingallton, Ill.	N. V. C. R.R. (M. C. Div.) Harardale, Ind. and Joliet, Ill.
C. H. T. R.R. Chicago Heights, Ill.	N. V. C. R.R. Harardale, Ind.
C. M. St. P. & P. R.R. Rondout and Spaulding, Ill., Chicago Heights (T. H. Div.), Joliet (C. M. & G. Div.)	N. V. C. & St. L. R.R. Hobart, or Van Loon, Ind.
C. N. S. & M. Ry. Rondout, Ill.	Pennsylvania R.R. Clarke and Hobart, Ind. (Fort Wayne Div.)
C. R. I. & P. R.R. Joliet and Muncie, Ill.	Pennsylvania R.R. Harardale, Ind. (Logansport Div.)
C. S. L. Ry. South Chicago and South Chicago (98th St.), Ill.	Wabash R.R. Bensenville, Ill., Clarke and Crocker, Ind.
C. S. S. & S. R.R. Goff, Ind.	

ELGIN, JOLIET AND EASTERN RAILWAY COMPANY

GENERAL OFFICES 208 South La Salle Street, Chicago 4, Ill.
Telephone Central 5-3600

EXECUTIVE DEPARTMENT

W. STEPHANSON, Vice President, Chicago, Ill.
W. YERK, Vice President, Personnel, Chicago, Ill.
W. ROFF, Assistant Vice President, Personnel, Chicago, Ill.
W. SCHMIDT, Executive Assistant, Chicago, Ill.
W. SLOUGH, Director Management Services, Pittsburgh, Pa.
W. KATHRON, Vice President, Finance, Chicago, Ill.

TRAFFIC DEPARTMENT

J. J. HUBST, Vice President, Traffic, Chicago, Ill.
J. W. O'NEILL, Assistant Vice President, Traffic, Chicago, Ill.
R. E. MORAN, Manager, Sales and Service, Chicago, Ill.
C. A. OSIKA, Assistant Manager, Sales and Service, Chicago, Ill.
P. G. McDERMOTT, General Agent, Chicago, Ill.
J. J. FALKNER, General Agent, Chicago, Ill.
W. W. WELLEY, General Agent, Chicago, Ill.

INDUSTRIAL DEPARTMENT

R. E. BIGDON, Director of Industrial Development, Chicago, Ill.
O. G. MAHONEY, Superintendent Motive Power, Chicago, Ill.
V. G. SMALL, Superintendent Car Department, Chicago, Ill.
R. D. ADAMSON, Superintendent Joliet Division, Chicago, Ill.
R. E. GARDEN, Superintendent Gary Division, Gary, Ind.
E. C. FERNER, Superintendent Gary Mill Division, Gary, Ind.
E. E. HEROLD, Supt. South Chicago, South Chicago, Ill.
E. S. SINKA, Freight Claims Agent, Chicago, Ill.

LAW DEPARTMENT

R. E. HOBBS, General Counsel, Chicago, Ill.

ACCOUNTING DEPARTMENT

W. V. TODAS, Manager, Cost Planning, Joliet, Ill.
W. F. ROBINSON, Manager, Cost and Financial Analysis, Joliet, Ill.
J. I. MATTHEY, Auditor of Property and Material Accounting, Joliet, Ill.
J. A. YOUNG, Car Accountant, Joliet, Ill.

PURCHASING DEPARTMENT

F. T. BRANDT, Manager of Purchases and Storage, Chicago, Ill.
W. E. GLANZ, Purchasing Agent, Chicago, Ill.
E. K. SCHMIDT, General Storekeeper, Joliet, Ill.

MEDICAL DEPARTMENT

C. R. KINGS, Chief Surgeon, Chicago, Ill.

RAILROADS AND DIVISIONS

R. E. BIGDON, General Superintendent, Chicago, Ill.
W. A. PETERSON, Gen. Superintendent Transportation, Gary, Ind.
E. S. SINKA, Chief Engineer, Joliet, Ill.
E. E. HEROLD, Assistant Chief Engineer, Joliet, Ill.
G. F. RACHMAN, Chief Mechanical Officer, Joliet, Ill.

BOOKS AND FILES

J. E. MAYHEW, Comptroller, Chicago, Ill.
E. C. SCHMIDT, Manager, Disbursements, Joliet, Ill.
E. C. SCHMIDT, Manager, Revenue and Car Accounting, Joliet, Ill.
A. J. TURNER, Manager, General Accounting, Joliet, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

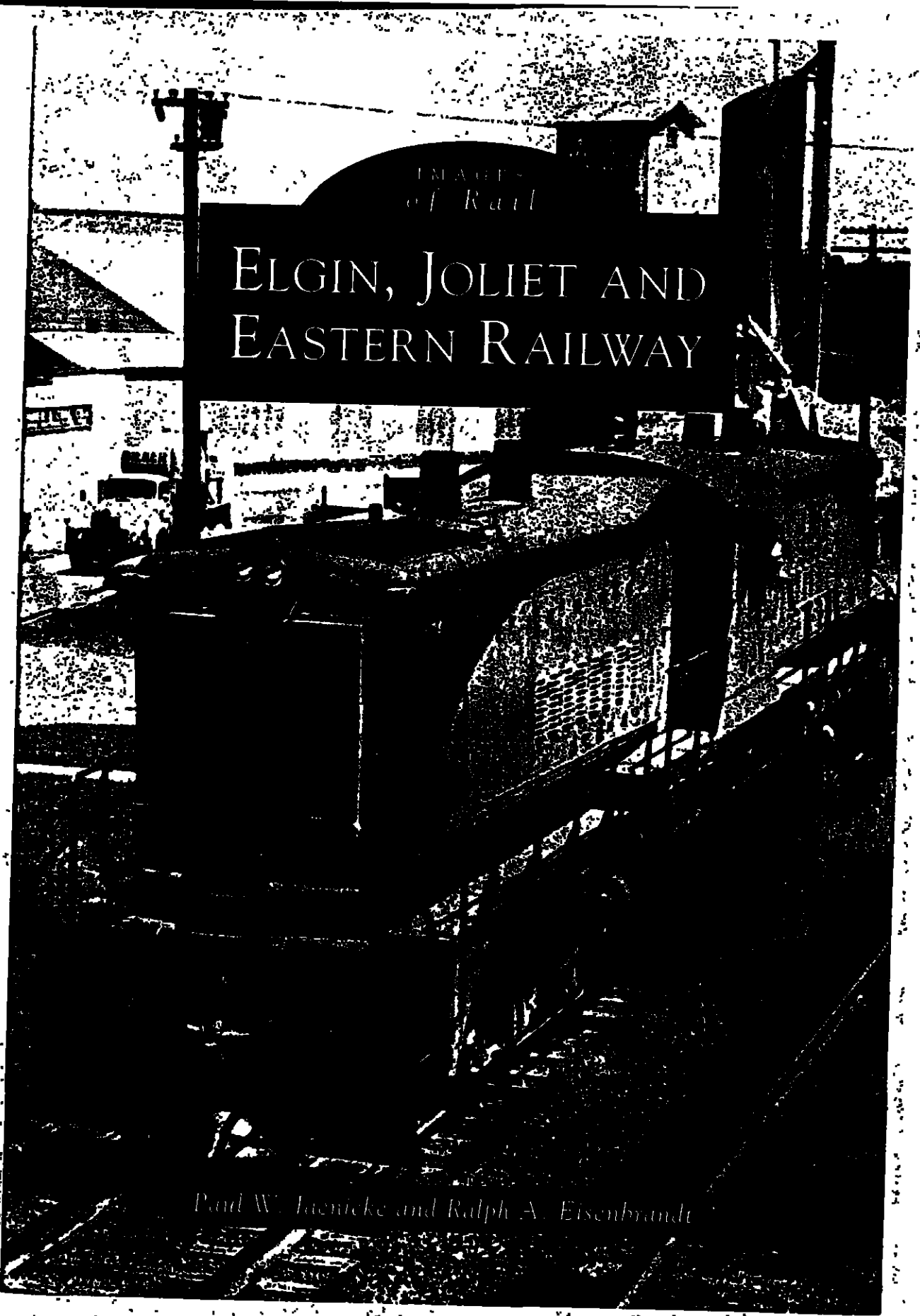
STATIONS

W. E. GLANZ, Manager of Stations, Chicago, Ill.
W. E. GLANZ, Manager of Stations, Chicago, Ill.

Exhibit B

Cover and selected pages from the work

“Images of Rail Elgin, Joliet and Eastern Railway”



IMAGES
of Rail

ELGIN, JOLIET AND EASTERN RAILWAY

Paul W. Iuenicke and Ralph A. Eisenbrandt

ENTS

ion about the Elgin, Joliet
this book possible: EJ&E
ia, Gordon Holmquist, and
on, and Howard Lenhardt
ilroader Mark Stanek have

and information about the
c Library, Frankfort Public
eld Historical Society, and

for her assistance in the

/ the EJ&E. We recognize
d herein are the property
nly This is not an official

INTRODUCTION

The Joliet and Northern Indiana Railroad was conceived by Joliet businessmen as a way to avoid the congestion and delay of transferring freight via Chicago. Upon its completion, the Michigan Central Railroad leased the Joliet and Northern Indiana Railroad and service was implemented in July 1855. The line quickly became known as the Joliet Cut-Off Railroad.

In April 1879, Jacob Henry and friends of Joliet proposed the building of the Joliet and Valparaiso Railway. Their idea was to add another route to the east by connecting with the Pittsburgh, Fort Wayne, and Chicago Railroad at Valparaiso, Indiana. The company was capitalized at \$1 million, and by 1876, some portions of the right-of-way had been secured. The project was never finished, quite likely because the capital would have been insufficient to build its 54-mile line across the difficult terrain of Lake and Porter Counties in Indiana.

The Joliet, Aurora, and Northern Railroad was chartered in 1886. At that time, Aurora businessmen were driving wagon teams to Joliet so they could ship their products to eastern markets on the Joliet Cut-Off Railroad, thus avoiding the congestion and delays in Chicago. Also, the Joliet Cut-Off Railroad offered the same rates from Joliet as other railroads did via Chicago. Strangely there was opposition to the building of the railroad by the teamsters of Plainfield, who felt their jobs were threatened. The Joliet, Aurora, and Northern Railroad started operations on August 15, 1886.

What then led to the organizing of the EJ&E Railway? By 1880, the Michigan Central, the Chicago and Alton; the Chicago, Rock Island, and Pacific; and the Santa Fe Railroads were all saturated with traffic, generated both locally and long distance. With the building of new mills, it became apparent that another railroad would be a great advantage.

In April 1888, the Joliet, Aurora, and Northern Railroad line was sold to a newly formed EJ&E Railway, which intended to build a line from Valparaiso to Joliet, then on to the Milwaukee Railroad near Elgin. Officially EJ&E operations began on January 1, 1889. The EJ&E soon acquired two more important links, the Gardner, Coal City, and Northern Railroad (the portion remaining today is known as the "Illinois River line") from Coster to Walker, near Plainfield and the Waukegan and Southwestern Railroad, which had been under construction from Waukegan toward Elgin.

The EJ&E never reached Valparaiso but instead terminated its eastern end at Porter, Indiana, in 1893. Two more line segments along the Lake Michigan lakefront were built in 1896-1897 as the Calumet and Blue Island, and the Chicago, Lake Shore, and Eastern Railroad. The Griffith and Northern was a separate segment started in 1899 connecting the then main line with the Lake Michigan lakefront at what would become Gary. A final acquisition in 1905 was the Rockdale, Joliet, and Lockport Railway.

When all acquisitions and connections were complete, the EJ&E operated the following subdivisions and branches: The west end of the EJ&E main line was the single-track western subdivision, and it extended from Waukegan to Joliet. The Aurora Branch ran 9.55 miles from Normantown to Aurora, the double track from Joliet to Kirk Yard was the eastern subdivision, the single-track line from Griffith to Porter was the 20.50-miles-long Porter Branch. The single track Rockdale Branch ran 6.46 miles from Rockdale Junction (western subdivision

milepost J3 46) to Rockdale; and the single track Gardner, Coal City and Northern (GCC&N) ran south for about 30 miles from Walker (western subdivision milepost J9 90) to South Wilmington. By 1965, this line had been cut back to branch milepost 19.56. The line from Kirk Yard to South Chicago was 12.37 miles of double track. The EJ&E also operated numerous other industrial lines or branches. The Aurora and the Porter branches have been abandoned and removed. Service on the Rockdale line has also been abandoned.

The EJ&E claims several firsts in railroading. It was one of the first to install continuous butt-welded rail in main line service, and, for a time, had the longest installation anywhere in the world, between Joliet and Plainfield. The EJ&E track structure and maintenance has always been first class. The EJ&E was one of the first class 1 railroads (at that time) to be completely dieselized (1949). It was the first to install a wheel-truing machine that could be used, without removing the wheels, to recontour locomotive or car wheels.

Kirk Yard in Gary became, in 1952, the first automatic, electrically operated car retarder yard in the world. In 1963, the EJ&E was the first railroad to install a mechanized car repair billing system. It was also the first line haul railroad in its class to earn, by 1963, the Railroad Employees National Safety Award three years in a row.

This book is a look at the EJ&E through the years. It is not meant to be an in-depth corporate history, nor is it meant to be a book filled with rosters, photographs of every single locomotive, or a chronological covering of every event that ever happened along the railroad. It is a view of the EJ&E as an outstanding example of railroading, its facilities and equipment, and last but not least, the employees and their families.



Detours of freight trains from other railroads were not a common occurrence on the EJ&E, but in June 1964, EJ&E came to the aid of the Milwaukee Road when the Baltimore and Ohio Chicago Terminal-Indiana Harbor Belt bridge over the Calumet Sag Channel at McCook collapsed. Milwaukee Road had rerouted its trains at Spaulding to the EJ&E tracks, which it used to reach East Joliet. At Washington Street, it connected to its own rails and proceeded south to Terre Haute, Indiana. This arrangement lasted until a temporary bridge at McCook was opened on July 6. A total of 55 Milwaukee Road trains had used the EJ&E detour during this period. The EJ&E in turn had detour agreements whereby it could run over other railroads. The Michigan Central Railroad was once used between Joliet and Hartsdale when a wreck blocked the EJ&E at Brisbane.

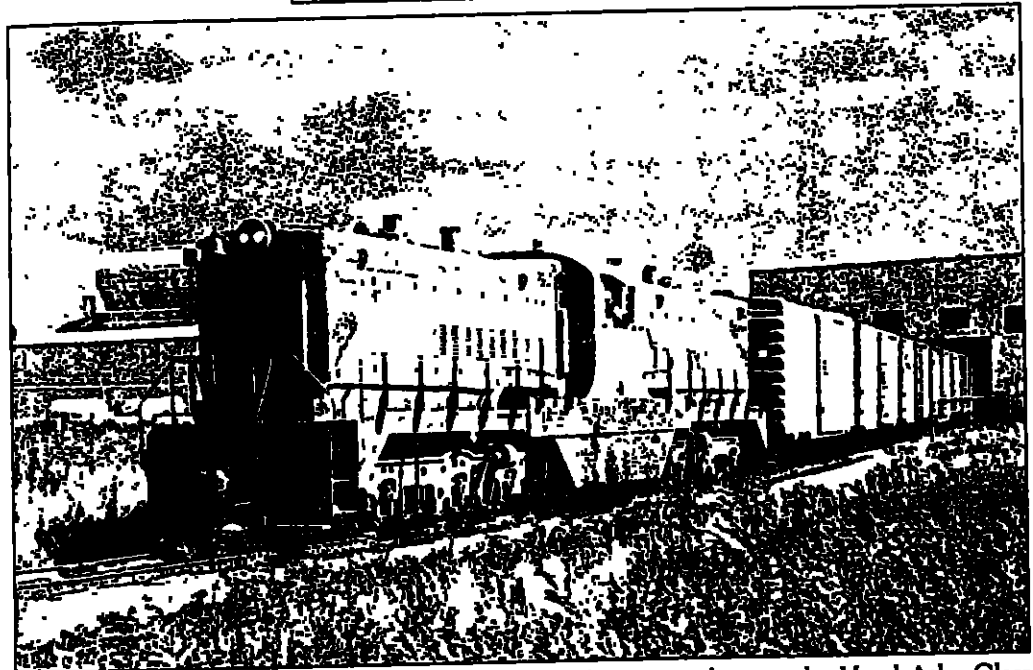


On January 26, 1967, 23 inches of snow fell in the Chicago area. It was during this time that the run to Aurora had encountered eight-foot snowdrifts. Each time a snowdrift was encountered, the engine was detached from the train and moved forward into the snow at 10 miles per hour to clear the track. The snowstorm was no obstacle for the dedicated EJ&E railroaders that kept operations from coming to a halt.



irrence on the EJ&E, but in
Altamore and Ohio Chicago
nel at McCook collapsed
icks, which it used to reach
l proceeded south to Terre
it McCook was opened on
ur during this period. The
r railroads. The Michigan
a wreck blocked the EJ&E

In the spring of 1967, the EJ&E became involved in grade crossing safety by participating in the Near Miss Program, which was a predecessor to Operation Lifesaver. Train crews were instructed to report any close encounters with school buses, vehicles transporting passengers for hire, or any vehicles carrying flammable or explosives. The report would be turned over to the Safety Department, which would write a letter to the offender; a personal visit would be made by a EJ&E special agent and the local authorities.



In October 1962, engine No. 916 of train No. 17 is shown switching at the Hazel Atlas Glass Division of Continental Can Company in Plainfield. Both the pickup and delivery of cars were handled daily at the plant.

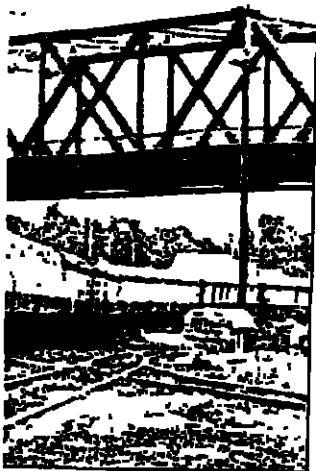
January 26, 1967,
inches of snow fell in
Chicago area. It was
ing this time that
run to Aurora had
ountered eight-foot
wdrifts. Each time a
wdrift was encountered,
engine was detached
n the train and moved
ard into the snow at
niles per hour to clear
track. The snowstorm
no obstacle for the
cated EJ&E railroaders
kept operations from
ing to a halt.



In the summer of 1971, the British passenger train *Flying Scotsman* traveled over the EJ&E between Hobart, Indiana, and Eola. The train was on a coast-to-coast goodwill trip destined for Fisherman's Wharf in San Francisco. The Norfolk and Western Railroad delivered the train to the EJ&E at Hobart and handed it over to the Burlington Northern Railroad at Eola. The *Flying Scotsman* held steam locomotive records for nonstop running and speed in Great Britain. Winston Churchill and Dwight Eisenhower used two of the cars during World War II.



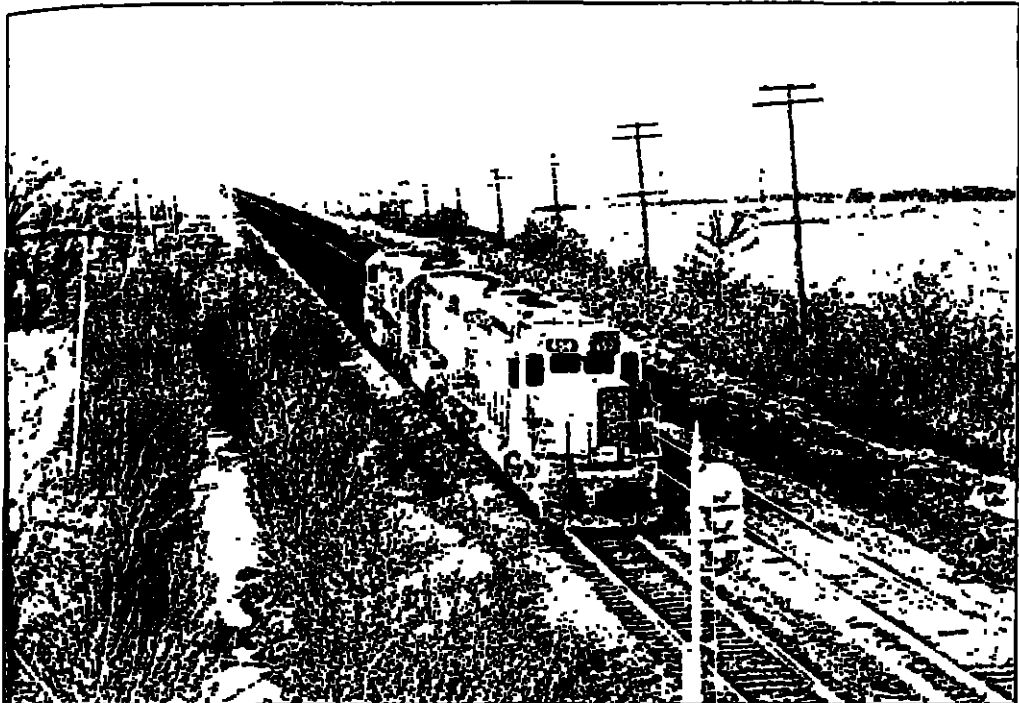
The EJ&E often handled special moves, and this one on April 11, 1950, was no exception. This trainload of pipe was received from the Santa Fe at Joliet and delivered to an eastern connection just a few hours later. Participating in the move were 13 different railroads.



ian traveled over the EJ&E coast goodwill trip destined Railroad delivered the train thern Railroad at Eola. The ; and speed in Great Britain uring World War II



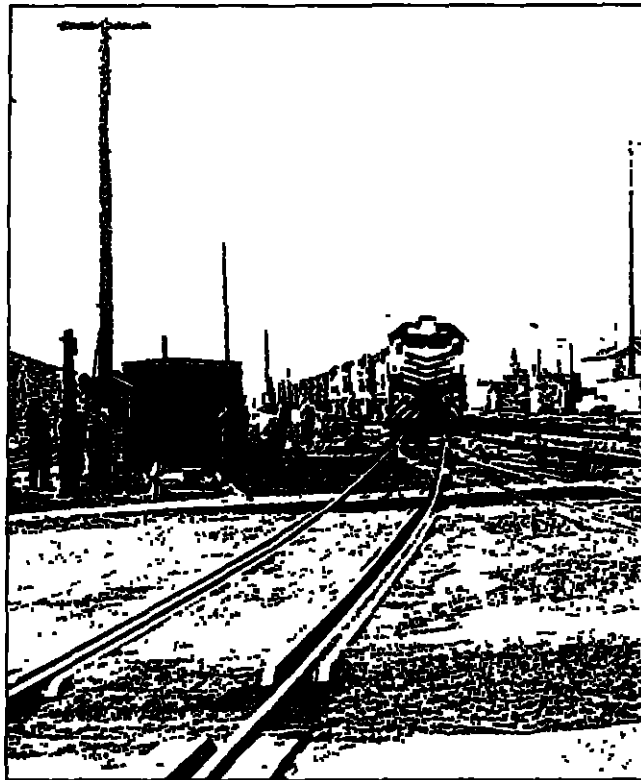
950, was no exception. This ed to an eastern connection ilroads



By late 1970, unit coal trains carrying low-sulfur coal out of the Powder River Basin area began running to Midwest power-generating stations. This was due to the newly passed Clean Air Act, which favored this coal with its lower sulfur dioxide content. This train originated at Colstrip, Montana, on the Burlington Northern Railroad and was headed for the Commonwealth Edison's State Line generating station. At Eola, the train made the switch from Burlington Northern Railroad to the EJ&E, where locomotives were also exchanged. This photograph was taken of the eastbound run at Brisbane.

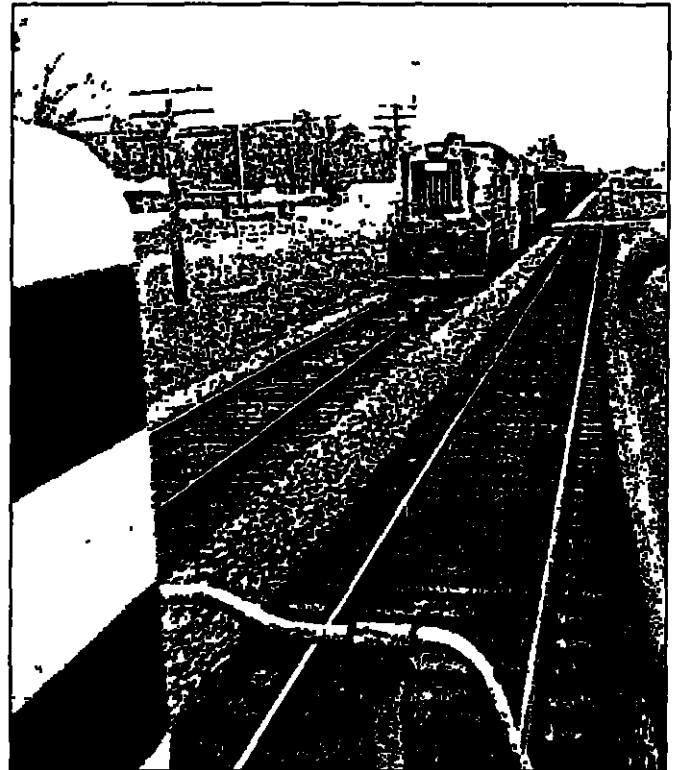


The Commonwealth Edison unit train is seen just after unloading at the State Line generating station and moving off the Lake Front line onto the CLS&E wye, en route back to East Joliet and the connection with the Gulf, Mobil and Ohio (GM&O) in December 1966. The high-sulfur coal was brought up from downstate Percy on the GM&O. The coal contract lasted until 1974, when low-sulfur coal from Montana and Wyoming became more desirable to burn.

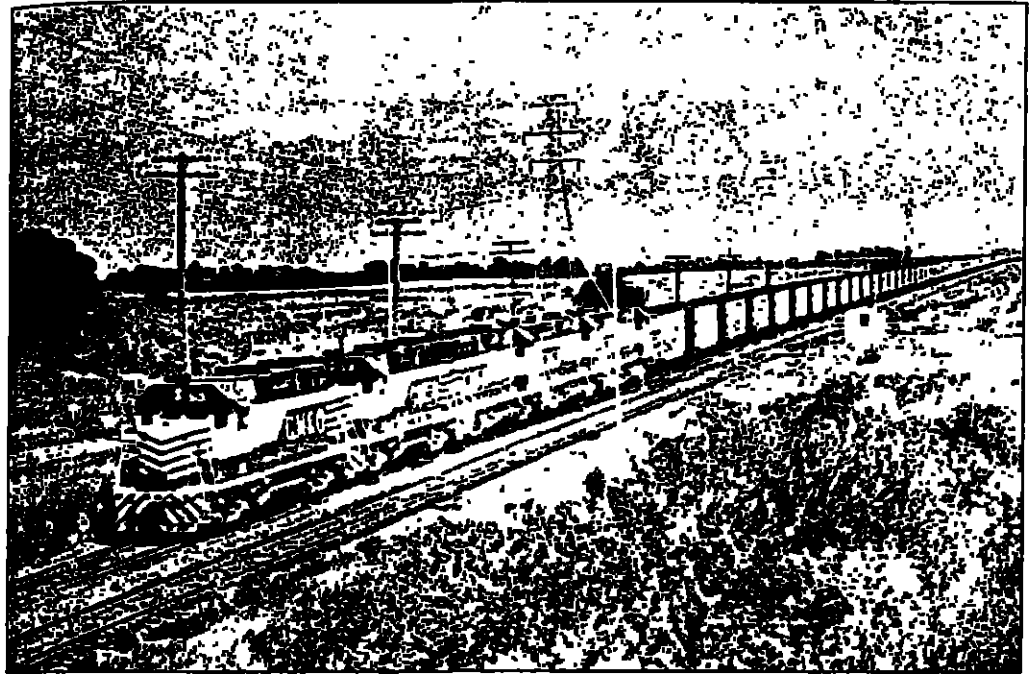


In the spring of 1966, Extra 607 North, the Commonwealth Edison unit train was ready to swing off the GM&O at Jackson Street in Joliet onto the EJ&E and become Extra GM&O 607 East to the EJ&E train dispatcher. Normal consist of this train was five GM&O GP35s pulling 102 cars with a capacity of 100 tons of coal per car. The train had taken a total of three hours to run from Joliet to the State Line generating station (Hammond, Indiana). Coal trains could also be sent to the generating station in Waukegan.

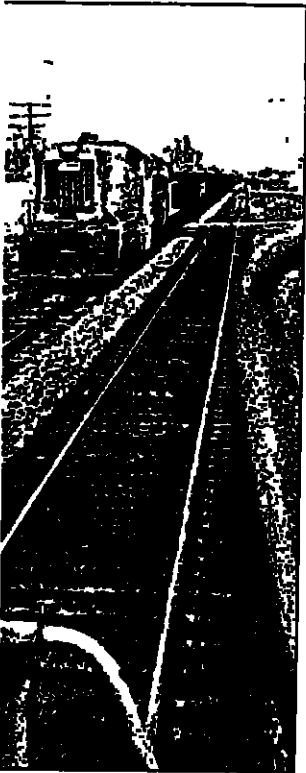
The Commonwealth Edison unit train was heading north where it met Extra 906-300, the Hartsdale turnout of Gary in the spring of 1966. Diesels, cars, or cabooses were never changed in the round-trip run from Percy to the State Line generating station. The train had a fast turnaround time that allowed the cars to be reloaded every other day, compared to conventional service, which would have taken the minimum of nine days to complete the turnaround.



he spring of 1966, Extra 607
rth, the Commonwealth
son unit train was ready
wing off the GM&O at
son Street in Joliet onto
EJ&E and become Extra
I&O 607 East to the EJ&E
n dispatcher Normal
sist of this train was five
I&O GP35s pulling
cars with a capacity of
tons of coal per car. The
n had taken a total of three
rs to run from Joliet to the
e Line generating station
mmond, Indiana) Coal
ns could also be sent to
generating station
Waukegan



The Commonwealth Edison unit coal train is shown heading through Brisbane during the summer of 1966, on its way back to the mine in southern Illinois. The train completed the 700-mile round trip between the State Line generating station and Percy every other day. GM&O engines pulled the unit train for the total distance.



The EJ&E had given up its passenger service by 1910, but passenger extras carrying shippers and executives were run every so often. In October 1966, a three-car extra was run for prominent Chicago-area real estate executives to make them aware of industrial sites along the EJ&E right-of-way. The train run originated in South Chicago and made stops at Kirk Yard, East Joliet, Plainfield, and Spaulding yard (near Elgin) and ended in Waukegan, where awaiting automobiles took them back to Chicago.