



Environmental Impact Statement

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CN | EJ&E

Voice mail Transcript

**Draft Environmental Impact Statement for the Proposed
Canadian National Railway Company Acquisition of the
Elgin, Joliet and Eastern Railway Company
STB Finance Docket No. 35087**

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Transcript:

I just wanted to comment on this, I'm a 41 year plus railroad hand and operations, and hey, I don't work for Canadian National, but I must say that having lived in Indiana, and by the way the Canadian National runs right through my town of Valparaiso, I don't see what all of the outrage is about. To give you an example, Griffith, Indiana, both these main lines, both the EJ&E and Canadian National parallel one another, basically what they're trying to do is reduce their gridlock on their main line, the Canadian National, by moving the freight over to the J mains which go around the city, I don't see how it would impact the environment whatsoever, as a matter of fact, they've got gridlock under current main line and the locomotives and trains sit there and idle. On the EJ&E, freight that's not destined for Chicago will pick up a day and will be able to go right around the city and they'll continue to move through, instead of being stopped. So it's basically transferring the freight to, from one main line, to another main line that is more fluid, it moves the freight faster around Chicago. I just don't understand the Congressmen here that's got everybody wound up about this merger and I just don't feel it's warranted. I just don't know what, we want to move this freight quicker, and by the way, if, you know, the railroads are designed to handle the major amount of our freight in this country and the only way we're ever going to reduce gridlock on our highways, is to continue to put more of this freight, especially bulk commodity, on the rails as opposed to trucks on our highways. I mean we can only build so many roads. A major problem we have with our roads are the trucks and all the problems we have with our highways, trucks on the highways causing all the damage. Every summer we go through this gridlock. So, I just don't understand, the railroad, the Canadian National wants to move their freight more fluidly through these areas and they're being met with all this opposition. I just don't understand why. I think it's a very good merger and it makes a lot of sense for our, for the fluidity of their trains. Thank you very much