

1 SCOPING MEETING FOR THE PROPOSED CANADIAN NATIONAL
2 RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
4
5
6
7
8

9 STATEMENT OF:

10 Neil Morgan
11

12 AUGUST 26, 2008
13

14 CROWN PLAZA CHICAGO NORTH SHORE
15 510 EAST ROUTE 83
16 MUNDELEIN, ILLINOIS
17
18
19

20 CHIMNIAK REPORTING & VIDEO

21 Telephone: 312-781-9111
22
23

24 REPORTED BY: Elsie Delevich, 084-003706

1 Neil Morgan, Trustee, Village of
2 Hawthorne Woods.

3 Two main issues I want to raise up is,
4 Number 1, the opportunity for the government in any
5 way, shape or form to have control over the volume
6 of trains that come through the community is now.
7 Because if the CN acquisition goes through, there is
8 no other opportunity for the government because the
9 STB's hands are tied to effectively control the
10 volume of trains that go through any particular
11 area.

12 The only thing that is going to control
13 that is industry and the market demands. So we have
14 to get those controls now as part of this
15 negotiation process and effectively enable the STB
16 to have the power to actually enforce, you know,
17 certain restrictions in terms of load.

18 So what the CN is proposing today is
19 moving the load away from the inner city of Chicago
20 out to the far outlying suburbs in an effort to
21 provide relief to the inner city, or where the CN
22 load is today, and move it out -- they are basically
23 saying they are just shifting the load to those
24 outer-lying tracks which is better for the whole

3

1 region, but there are no controls to basically say
2 CN cannot come in and raise the load on the tracks
3 they are lightening the load on.

4 The STB, once this acquisition goes
5 through, has no control to say CN can't run through
6 50 trains through here a day instead of 26 or 28
7 they are proposing as part of the acquisition. The

8 only thing that prevents them from doing is the
9 amount of money they want to spend in improvements
10 and the lot.

11 So short of -- and put emphasis on
12 this -- short of an act of Congress post-acquisition
13 there is no way this country can regulate the load
14 that is going to be placed on this line. So that
15 potential is my Number 1 concern definitely now.

16 The second concern is there is no where
17 near enough mitigation being covered by CN in order
18 to resolve the impact they will have on the
19 communities and the environment. I think what is
20 being offered is roughly equal to one grade
21 separation so that essentially do an underpass or
22 overpass.

23 There are a large number of grade
24 separations up and down the line, as well as schools

4

1 next to the line, communities next to the line, and
2 the villages that will be affected don't have the
3 funds to provide the mitigation that is really
4 necessary when you go for a four hundred percent
5 increase from the number of trains running through
6 town as part of this acquisition.

7 So at a minimum, there has to be
8 significantly more mitigation offered up by CN in
9 order to truly have a positive effect in the
10 communities as what they are trying to portray.

- - - -

082608morgan.txt

13

14

15

16

17

18

19

20

21

22

23

24