

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

9 STATEMENT OF:
10 STEPHAN EGAN
11

12 AUGUST 27, 2008
13

14 BARRINGTON HIGH SCHOOL
15 616 MAIN STREET
16 BARRINGTON, ILLINOIS
17
18
19

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1 Stephan, S-t-e-p-h-a-n, Egan,
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2 E-g-a-n. 131 West Russell Street,
3 Barrington, Illinois 60010.

4 I disagree with the entire plan
5 for the sale of EJ&E to CN. First I would
6 like to know why CN in its application
7 stated that it is to improve its
8 operations. Why do they not want to work
9 improving them back in Canada? Have access
10 to various rail yards in Chicago -- they
11 are 50 miles from Barrington -- and develop
12 closer relations with the companies and
13 industries served by EJ&E. They can take
14 them out to dinner without ruining our
15 country.

16 The hearings already know that
17 the State of Illinois, not a Canadian
18 business, cannot fund the improvements
19 necessary to add profit to the CN bottom
20 line, which is fund grade mitigations. So
21 any considerations by the committee that is
22 based on that premise, that the government
23 can partner with CN, is wrong.

24 CN has already said it would not

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1 pay for proper infrastructure. So if the
2 state cannot pay, CN will not pay, who will
3 pay?

4 If grade mitigation does not
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5 occur, you have basically cut -- have cut
6 the greater metro area off from the
7 western, northern, and southern suburbs.

8 There should be no discussion of
9 a sale unless the grade mitigations are
10 fully funded by the CN, as they are the
11 ones going to profit by it. Any and all
12 jobs created will end up being a negative
13 because of the lost jobs, as businesses in
14 the areas will close because people will
15 not be able to get to them because of the
16 congestion problems that no one has ever
17 seen the likes of.

18 Let's review Barrington. There
19 are six crossings at grade and also an
20 intersection of EJ&E and the Metra line at
21 grade. According to their own reports,
22 they're not even commenting about the Metra
23 at grade.

24 The buses for the school are on

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1 one side of the tracks and the high school
2 on the other. No one even talks about
3 that.

4 The roads that are at grade are
5 Lake Cook Road, which is a major
6 thoroughfare with connections at Route 53,
7 a very busy highway; Route 59, a major
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8 thoroughfare that travels all the way to
9 Wisconsin and connects to 90 at the
10 tollway; Route 14, which can take you all
11 the way from Chicago up to Wisconsin and
12 runs parallel to the commuter line, the
13 Metra station. And you have the crossings
14 at Elia, a road that is used by many people
15 going to main arteries like Route 12, which
16 is another road that goes all the way from
17 Chicago up to Wisconsin; and then there is
18 Lake Zurich Road, a road less traveled, but
19 many nature preserves. And there is also a
20 crossing up in Barrington Hills, which
21 doesn't get quite the amount of traffic.
22 well, how is the traffic going
23 to get through? There is 24 hours in a
24 day. Now, if they're going to run 24

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1 trains in a day, and they each take 20
2 minutes because they're two miles long, so
3 you need at least 12 hours to run the
4 trains. Now, first they say they're going
5 to run them slow so they're safe. Then
6 they say they're going to run them fast so
7 they get through quick. I'd like to know
8 which one it is before I comment because
9 I'm not sure which one it is, if they're
10 talking out of the left side of their mouth
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11 or the right side.

12 Now, there are 31 commuter
13 trains during the day that go to Chicago
14 through Barrington, which is at the grade
15 crossing where Metra and EJ&E meet. So at
16 rush hour -- there is about two-and-a-half
17 hours at morning rush hour and at evening
18 rush hour where those trains are pretty
19 much nonstop running through to get people
20 all the way out west, all the way east, and
21 from east to west.

22 So if we just take those five
23 hours, and the two trains that already are
24 freight trains on the line, which is

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1 another hour worth of trains out of our 24
2 hours, we have 18 hours. So we have -- we
3 need 12 hours' worth of time for your
4 freight trains, and we still have two
5 commuter trains per hour the rest of the
6 day, which is about 15 minutes per train.
7 So essentially there is no time during the
8 day where you can get through without grade
9 mitigation. So there is not a freebie
10 here. There is no freebie.

11 Of course there is the safety
12 issue about what kind of freight is being
13 brought through town, and their record for

14 the safety issue is really poor. Even in
15 their own country they've killed lakes, and
16 in our country as well because when they
17 have a hazardous waste problem or accident,
18 they're very slow in responding.

19 Now, the air quality will
20 decrease because in addition to the trains
21 doing diesel, there will be all these cars
22 idling. So basically we will become a smog
23 bowl like Beijing. We're getting their
24 cargo. I guess it's okay we're going to

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1 get their smog with their cargo.
2 Essentially the outside
3 communities, which may not be properly
4 represented here today, don't understand
5 how this is going to change the quality of
6 their life. As the husband and wife, one
7 is driving home from their job and can't
8 get through town, and the other one is
9 waiting for them on dinner. They're going
10 to be very late, which could cause those
11 towns -- for people to move away from those
12 towns and turning those towns into ghost
13 towns because they're not going to be able
14 to get home. Then why live there.

15 I don't know if our federal
16 agency here remembers 9/11, but it's only
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17 two weeks away, and I don't understand why
18 we would try to subsidize bringing foreign
19 products in that have not been inspected by
20 U.S. people at the borders and into the
21 middle of our Great Lakes region, which is
22 one of our country's best assets because it
23 actually helps grow a lot of the food that
24 we normally use for our own citizens, but

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1 also we export because that system is a
2 system of lakes and rivers that takes care
3 of the Midwest, and we're going to let
4 toxic waste be driven around through with
5 no problems at all, and we're going to pay
6 them money to do it; don't think that's a
7 real good way to go. I think it's not
8 smart.

9 Now, the high school is very
10 close to the train tracks. As a matter of
11 fact, I could even hit a golf ball from
12 here to there, and I'm not the best golfer.
13 But in addition to the fact it's so close
14 to all -- the high school and other items,
15 like all of the wetlands areas and a lot of
16 our parks -- the tracks are over a hundred
17 years old. Now, much smaller trains that
18 are riding down these tracks shake my
19 office building as they go by, and they're
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20 not -- they're not a two-mile train.

21 So I am not sure if the office
22 building is going to just crumble and die
23 with these trains running through, because
24 if it's shaking the building now when we

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1 have this handful a day, if we multiply
2 that times four or five, I'm sure it's
3 going to get worse.

4 There is another thing that
5 comes to Barrington called snow. They
6 should know that up in Canada. When a
7 train gets stuck in the area, maybe it's
8 blocking the Metra line, which means nobody
9 from Chicago can get home to the suburbs
10 because all the trains are down. So if
11 you're going to bring freight trains
12 through during these times and a train does
13 break down, I don't know how you're going
14 to keep running those other 23 trains the
15 rest of the day if your train is broken
16 down. But I'm sure you'll figure a way.

17 Now, the estimates I've been
18 told cost between 500 million to correct
19 the mitigation issues -- and it may be
20 higher, may be lower. I don't know. But
21 that's some of the estimates I've heard.
22 well, if you're bragging at your last
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23 meeting at Makray that you're going to make
24 \$2 billion a year off of this transaction,

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1 something that's only costing you 300
2 million, maybe it's time that you pay your
3 end of the deal and become not just --
4 become a good neighbor for the towns that
5 you are uplifting their lives.

6 Right now you're starting out as
7 an enemy because of the attitude you've
8 expressed in most of your meetings -- and I
9 can say that because I've been at a number
10 of them and talked to close people that I
11 know throughout the whole ring around where
12 you're going -- that maybe the traffic
13 backups, you know, that are 20 minutes long
14 per train and blocks the whole city, it's
15 an easy investment of 800 million if you
16 want to make 2 billion. That only cuts
17 into your profit for the first year.

18 In addition to that, I think
19 money needs to be set aside in an escrow
20 account so that you will pay for all of the
21 maintenance on all of the overpasses that
22 are along the line. The one that's in Lake
23 Zurich crossing Route 12 is basically
24 crumbling, and the cement is falling on the

1 cars as they drive under them.

2 So I know that I'd appreciate
3 the opportunity to be heard. I just hope
4 that this stuff is taken into
5 consideration.

6 And by the way, we don't have a
7 Route 63 in Barrington, according to the
8 signs and according to all the published
9 information. There is a Route 62, but
10 fortunately the Route 62 has a bridge going
11 over it, so there is no grade mitigation
12 needed.

13 So maybe when you come to do
14 these things, maybe you should go around
15 town and take a look around. Probably come
16 to Barrington at about 4:30 in the
17 afternoon and take a lawn chair out, put it
18 at Hillside and Hough Street, and watch how
19 backed up the traffic gets when the
20 commuter trains come through; no freight
21 trains, just commuter trains.

22 And station someone down at
23 Barrington Road down by maybe Algonquin
24 Road. You will see the traffic backs up

1 all the way there, which is a short
2 distance from 90. If you're running some
3 freight trains during rush hour, let me
4 tell you, the traffic on I-90 is going to
5 start backing up.

6 The same thing can be said about
7 Route 53. Route 53 empties into Lake Cook
8 Road. Some people go east, some people go
9 west. well, the people that are going to
10 the west are going to towns like just west
11 of Barrington like Cary, are going to
12 Algonquin, Lake in the Hills, Huntley.
13 well, this is a main artery for them. And
14 if the freight train is going through,
15 they're not getting home.

16 And the Northwest Highway road,
17 I'd like you to count how many cars go down
18 Northwest Highway during a given day. I
19 think the number would be staggering. I
20 don't mean do it on Labor Day or some
21 holiday. I'm saying do it on a rush hour,
22 school day.

23 Thank you very much for your time.
24 (End of statement.)

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