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Environmental Impact Statement



CN | EJ&E

Voicemail 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:

Part 6. Because not enough time is allowed to give, you know, testimony. I'd like to talk about air quality and fuel consumption. In your report you do say there is going to be more diesel fuel and more gasoline use, that's the last thing we need to be doing in this type of economy, we're trying to get fuel independent and you're creating a situation by running trains further down, creating more traffic jam, running them down tracks that are not used and not conditioned to having the grade separations, not recommending enough grade separations, we're gonna have, use more fuel. Who's gonna pay for that? Again, that is being borne on the American taxpayer, CN's gonna pay for their diesel fuel, I hope, unless we subsidize it, you know. It just does not make sense to allow that to happen. The fuel, the climate, the air, the air quality, the amount of fuel that we're gonna be putting in diesel fumes that we're gonna be putting in coming through, and we have them going right through our, our parks we just built, our park within 300 feet of the railroad tracks and I know that those tracks, those trains are gonna idle right out there in Cuba Marsh as they wait to try to get through town or they're gonna run right through town and all the commuter trains are gonna wait and that impact. And to say that the safety issues offset on another because we're just taking the freight off of one track and putting it onto another is really flawed because these trains will run further distance, so obviously the longer you're on a track, the longer you're running, the risk of accidents is increased and CN, please look at their safety record, please look at why they haven't cleaned up spills in Canada, you know, and address those issues, you know, put some teeth into this if we're gonna let them come flying through our communities, have them pay the price for all the mitigation and back it up with teeth so if anything in delays, and their word is not good in some of the things they say, there's a penalty. You know, I'll guarantee you, where is the additional freight gonna go, it's gonna go back on the lines they're taking it off. Where are, they're gonna go three-fold more, three times more containers will be coming in 2010. If you haven't looked at the Port Rupert study it, if you haven't looked at CN's annual report, please do. Understand their masterplan is to have a super highway coming right through our country, to ship goods, a lot of it, right out of our country. Where does the United States of America benefit? Where does the taxpayer benefit? I don't see it, and if you do, if you would you please let me know, I would appreciate it. If you can show me that the economic benefits of this for the American taxpayer is good, I would love to see it and feel much better. I am losing complete faith in our, well, because see the House Bill 6707, I think when you see over a majority of Congress voted for that, it was only because the lobbyist trying to push on the trains behalf to get it up to 2/3 that it didn't pass. So you have to look and say over half of Congress wanted House Bill 6707 passed and that is giving you more credence to make a decision that is good for the public interest when you're looking at it, look at both sides and make a decision what is best for America and American taxpayers and this one, clearly, does not favor the American taxpayer in the mode it's written, and if you're not ready to make a decision, if you agree with me, that the narrowness of this is too narrow when you look at property values within 200 feet, you don't consider a hospital within 2 miles, please, stop, set better parameters <cut off>