



16182

S.T.A.R.T.

Solution To Area Rail Traffic

Chairs:
President Wiaduck
Mayor Scheck
President Einhorn
Mayor Arredia
President Hartstein
President DeGraff

September 29, 2008

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Honorary Co-Chair
Congressman Lipinski

Ms. Johnson-Ball

Partners:
Berwyn
Bridgeview
Brookfield
Buffalo Grove
Cicero
Crete
Des Plaines
Elmhurst
Elmwood Park
Forest Park
Franklin Park
Harwood Heights
Hillside
Homewood
LaGrange
Lyons
Melrose Park
Northfield
Northlake
North Riverside
River Forest
River Grove
Riverside
Schiller Park
South Holland
Stickney
Western Springs

On Behalf of the S.T.A.R.T. Coalition please find enclosed comments and oral testimony regarding Finance Docket FD -35087 (The Proposed Canadian National Acquisition of the EJ&E). We would like to thank you for your consideration in this matter. If you have any questions please feel free to contact Tammy Wierciak or Lenny Cannata at 708/453-9100

Thank You

TAMMY WIERCIAK

VILLAGE OF ELMWOOD PARK

PUBLIC HEARING

IN RE: SOLUTION TO AREA RAIL TRAFFIC (START)

HELD ON: SEPTEMBER 23, 2008

5:00 p.m.

at

ELMWOOD PARK HIGH SCHOOL

8201 West Fullerton

Elmwood Park, Illinois.

ORIGINAL

TRANSCRIPT OF PROCEEDINGS had at the
Special Public Meeting held at 8201 West Fullerton,
Elmwood Park, Illinois, on the 23rd day of
September 2008 at 5:00 p.m.

MR. SILVESTRI: My name is Peter

1

11111111

1 Silvestri. I am the village president of the
2 Village of Elmwood Park, which in 1989 we had 40
3 trains coming through it and in 2008 it has 127
4 trains coming through it. I'm honored to have with
5 us the Mayor of the Village of River Grove Marilyn
6 May and when those trains come through Elmwood Park
7 they end up in River Grove so she has the same
8 problem we have.

9 We welcome her and all of you
10 here. This not intended to be a rally. Obviously
11 we don't so a cheerleaders or a band and we are not
12 going to be doing a cheering thing.

13 What this is intended to be was a
14 public hearing for those that wanted to hear the
15 presentation on the proposal but also for people who
16 wanted to come in between 5:00 and 8:00 and sign up
17 for information that would be sent to them and give
18 written or oral testimony on this particular
19 purchase.

20 We are pleased both Elmwood Park
21 and River Grove are members of the START coalition,
22 which is Solutions to Area Rail Traffic, and that's
23 a coalition of 60 communities which represent many
24 of the west, northwest and south suburban
25 communities who are impacted by the increasing



1 number of freight trains that come through our
2 communities.

3 We are also very, very pleased to
4 have the opportunity last week, Rich Palagrino as
5 executive director and myself were invited to the
6 House Transportation Committee to testify about the
7 impact of the proposed purchase of the EJ&E by CN.

8 Like every other campaign there
9 are many things that are misinformation and there
10 are many things that are not in my backyard. As I
11 have said to many people, we are not trying to shift
12 the problem, but we are tired of shouldering the
13 problem of the freight traffic that comes through
14 Chicago. You are going to hear from Lenny Kannata
15 of the West Central Municipal Conference on the
16 START coalition on some of the specifics, but I can
17 tell you one thing that always resonates in my head
18 is that if you want to shift freight traffic from LA
19 to New York, and correct me if I'm wrong, it takes a
20 day to get that train from California to Chicago,
21 how many thousands of miles, 2000 miles, and after
22 it leaves Chicago it take a day to get to New Jersey
23 or New York but it takes a day just to get through
24 Chicago. So a 3-day trip, a third of it is trying
25 to get through the congested traffic of the rail



1 capital of America, which is Chicago, and those
2 trains are coming through on the ground at grade
3 level in communities like ours and we don't want to
4 shoulder the whole problem anymore.

5 Those trains benefit the economy
6 of all of metropolitan Chicago including our friends
7 and neighbors on the EJ&E track and we think that
8 it's time to shift some of the problem to them.

9 When the traffic congestion in
10 Chicago got too heavy the state and feds built 294,
11 when that got too heavy they built 355. The EJ&E to
12 me is the 355 and 294 freight traffic. We need to
13 shift some of this traffic around Chicago.

14 At this time I would like to
15 welcome our superintendent of school who is gracious
16 enough to allow us to use the Elmwood Park High
17 School gymnasium, the site of many of my athletic
18 awards high school, Dr. Dough Rubin.

19 DR. RUBIN: Thanks. The only purpose
20 that I have is to welcome everybody to our school
21 district and the high school.

22 I do have one quick story as I was
23 listening to President Silvestri. This last year we
24 did have some of our buses that would go across the
25 Grand Avenue tracks, one of those buses actually



1 because they have to stop at every track and look
2 both ways was caught inside the gate that comes down
3 so that was a major concern so it gives you a small
4 idea of what can happen in some circumstances.

5 We talked to the bus company and
6 rerouted our buses so they don't go across that
7 track again. That is part of the issue.

8 Once again, thank you for being
9 here. I commend each one of you for being here,
10 being involved in your community and again the
11 important areas, certainly it is a concern to
12 students and concern to our daily residents and
13 getting help in that sense and safety. Thank you
14 and welcome to this meeting. Thanks.

15 MR. SILVESTRI: At this time I would
16 like to turn the gavel over to Lenny of the West
17 Central Municipal Conference. There is a
18 presentation.

19 Remember before you leave, if you
20 have to leave, please sign the sheets of interested
21 people who support this sale and purchase. And if
22 you have some written testimony that you would like
23 to submit also at the same table you can also send
24 it later, is that correct, the address is on the
25 post card on where to send it. And I would



1 encourage people to put personal stories just like
2 Dr. Rubin did about the bus.

3 MR. CANNATA: I'm going to give an
4 abbreviated presentation today. Most of everyone
5 has heard about the transaction, what is going on.

6 What is the EJ&E transaction?
7 Canadian National would like to purchase the EJ&E.
8 It is kind of like a 294 bypass or a 355. It
9 basically circumvents the city of Chicago and the
10 suburbs for rail traffic.

11 They are looking to spend about
12 \$300 million for the acquisition as well as dumping
13 \$150 million for needed rail improvements.
14 Currently it is underutilized. As you can see from
15 the map it circles Chicago to the way out suburbs
16 west of 355, almost bordering on Kane County and I
17 think up into Northern Lake the southern tip of Cook
18 County.

19 Canadian National is the only
20 Class 1 intercontinental railroad that spans two
21 continents.

22 Now Canadian National as I'm aware
23 is the only intercontinental railroad that spans two
24 nations. They have ports on the eastern and western
25 parts of Canada as well as to run through their



1 major hub in Chicago to New Orleans down to the Gulf
2 of Mexico so they are a fairly large railway.

3 If the transaction is approved
4 more than 60 suburban communities are going to
5 benefit by reduced rail traffic, less than 30 are
6 going to see an increase in rail traffic.

7 These are the communities that
8 will see the reduction in rail traffic, in addition
9 there is also communities in the city of Chicago
10 that will see a reduction. Communities that will
11 see the increase, these are along the EJ&E lines,
12 relatively out there, they see about two trains a
13 day where some of our towns see about 120.

14 The impact. Improve the
15 efficiency of the rail network and reduce rail
16 congestion in the region. It could take a freight
17 train up to 24 hours to travel through Chicago.
18 This number goes up and down. We have heard it can
19 take as many as 6 days to get through Chicago and
20 you have trains pretty much backed up all the way to
21 Iowa whether they are dropping off their goods on to
22 trucks or to get through Chicago onto other ports or
23 other major rail yards.

24 I encourage you guys to write
25 testimony because they are not hearing our side of



1 the story as much as we are trying it is not getting
2 out there.

3 Major findings of the draft DIS it
4 would not effect the implementation of the Star
5 line. It might run into some problems, that's the
6 big Metra problem that we are trying to run on the
7 EJ&E line. The transaction would not adversely
8 effect the AmTrak service. Of the 87 rail crossings
9 only 15 will meet the U.S. Department of
10 Transportations criteria for some type of
11 mitigation.

12 Without mitigation 11 of the fire
13 and medical services near the EJ&E line will
14 potentially experience an impact. Counter that with
15 us, Loyola, the only level 1 trauma center in Cook
16 County counter that and that runs against the CM
17 line. We have a far greater negative impact based
18 on our already exiting condition.

19 That's pretty much the timeline.
20 Once again I want to stress September 30th is the
21 deadline for public comment. Get out there get your
22 friends and family write a letter of testimony. You
23 can call into the number, press 5, a lot of this
24 information is out there for infomration. You can
25 even e-mail the STB. It is relatively quick.



1 What is START, we are pretty much
2 the coalition that is in support of this
3 transaction. We are countering the Barrington
4 coalition.

5 As far as questions and answers,
6 Mayor May, would you like to say anything.

7 MAYOR MAY: I'm glad to be part of
8 this and I'm sorry we were not able to get more
9 people on this but we are going to stand on our
10 explanation of the situation going on and get it out
11 more to our residents.

12 MR. CANNATA: We will be around to
13 answer questions so feel free to come to us and talk
14 to us.

15 AUDIENCE MEMBER: Are you planning on
16 doing any other hearings?

17 MR. CANNATA: We only have seven days.
18 We are doing what we can to get our side of the
19 story out.

20 AUDIENCE MEMBER: Who are we up
21 against?

22 MR. CANNATA: They were the ones who
23 decided to have the hearings. Naturally when
24 someone is negatively impacted by something they
25 want to get their side of the story.



1 AUDIENCE MEMBER: We have been
2 negatively impacted for decades.

3 MR. CANNATA: You are absolutely
4 right. After this the START coalition is going to
5 advocate for that and that's our mouthpiece for
6 that.

7 MS. WIERCIAK: We also requested the
8 surface transportation board to hold hearings out
9 here and we were denied and that's why we are
10 holding our own place and time for people to give
11 testimony. If they won't come to us, we will gather
12 all the information and send it to them.

13 MR. CANNATA: We were denied pretty
14 flat out.

15 AUDIENCE MEMBER: Do you get the
16 impression that they have already made up their mind
17 then? It sound like they have a built-in bias.

18 MR. CANNATA: The DIS in some
19 aspects -- some aspect were in our favor. There is
20 134 crossings on the EJ&E only 87 met the criteria
21 to be studied. They are experiencing over 2000 cars
22 a day. There is not a single crossing that I know
23 of Cook County that's under ATD a day, obviously,
24 so... This is just the stuff we have to get out
25 there, and CN is doing their part as well trying to



1 mobilize support. It's not that they are bias
2 against us, but the hearings obviously were and the
3 fact they refused it. I don't know the next steps
4 we could take but just generate our support.

5 AUDIENCE MEMBER: Is the decrease
6 going to be temporary or permanent?

7 MR. CANNATA: The study put out for
8 5 years.

9 MS. WORZIAK: The studies projected
10 trains is out for 5 years. It is just like cars,
11 you are going to see increases no matter what.
12 There is always going to be more. Think of it this
13 way it's 20 less trains even if you get five more
14 trains due to increases in freight, that's still 20
15 less trains than could be on top of that.

16 AUDIENCE MEMBER: The reason I ask if
17 it is going to be a temporary decrease is part of
18 the reason they want to purchase the EJ&E is to move
19 ethanol. So ethanol by the end of next year is
20 going to be the number one commodity so whose not to
21 say once EJ&E transports ethanol is going to bring
22 the trains right back through.

23 MR. CANNATA: Our dense population we
24 are already have ethanol moving through it and we
25 may not know it.



1 MS. WORZIAK: The CN still has their
2 clients that they have to serve just like any other
3 business. They are going to be some trains coming
4 through the area. They are not trying to hide that.
5 But if you think of it this way if they can get
6 around us in less than a day and it is going to take
7 a day to come through, why would they do that from a
8 business perspective. If it takes so long to get
9 through the city, why would they try.

10 AUDIENCE MEMBER: They are talking
11 about almost dedicating trains to the ethanol
12 transportation because they cannot pipe it in, it
13 has to go by rail car so they feel whatever decrease
14 in traffic we are going to see may eventually be
15 back here in a year.

16 MR. KVEDARAS: I only heard part of
17 your question. The question was if you reduce the
18 amount of trains on the track what is to say that
19 you are not go to put them back on there.

20 Let me start by introducing
21 myself. I'm Jim Kvedaras. My title is senior
22 manager of US Public and Government Affairs at the
23 CN.

24 It is a two-part question. One is
25 about the ethanol and one is about the purpose of



1 the EJ&E.

2 The purpose of the EJ&E is to
3 provide a bypass route to get it out of the city of
4 Chicago. We are clear on that. As such the
5 benefits we receive from that if we get approval to
6 do that will be permanent. It is designed as a
7 bypass route. Our tracks will remain in the Chicago
8 area because we have local customers, such as
9 yourself and whoever that still needs rail service
10 we will continue to provide that local service and
11 we will have an occasional train for the local
12 service, but the route is a through route, a bypass
13 route. That's it's design and intent for the
14 foreseeable future.

15 We have been called in question a
16 lot of times about the projection of the time period
17 of when our traffic projections going out to 2015.
18 We submitted that to the Surface Transportation
19 Board, they reviewed our traffic figures and
20 concurred that's appropriate for that time frame.

21 Beyond that time frame, the intent
22 is still to be a bypass route. That's our purpose.
23 We think of all the other rail uses, the only one
24 that makes logical sense to us is to possibly have
25 Metra expand their service on the north central



1 corridor, which is our Wisconsin Central line from
2 Schiller Park to Antioch but that has to be
3 determined, that remains to be agreed to with Metra.

4 The other part of the question was
5 ethanol. I am not sure where that originated. Our
6 western line that runs through Monger and goes out
7 to Omaha, goes through our grain gathering line,
8 that's our Iowa line and we reacquired that line a
9 number of years ago. Coincidentally, not
10 coincidence, that is where the ethanol producers
11 are. If they are going to move trains into our
12 customer service area, they will probably want to
13 move them down to perhaps Central Illinois, perhaps
14 south side of Chicago. So since that will not have
15 to necessarily be routed into the Chicago area
16 proper, and I am not sure if the Argo facility is
17 going to be producers of ethanol, but most of it
18 initially is destined to go down to Central Illinois
19 and that will run on the EJ&E but that's an
20 occasional train that's subject to its own
21 challenges, with crop restrictions, with the
22 flooding, but we do have ethanol producers on our
23 line and will run into the Chicago area and will run
24 on the EJ&E but that's a small percentages of the
25 trains we have running through.



1 The train traffic that we
2 projected to be diverted over the EJ&E is our
3 existing traffic base. With that we built in the
4 traffic that will be from our facility in Western
5 Canada. We get a lot of questions about that also.
6 Projections have built into that scenario as if that
7 was operating on 100 percent capacity. It is not
8 operating at 100 percent capacity yet.

9 So again it is a reroute, it is a
10 permanent reroute. Just from a logical sense, if we
11 are going to spend \$300 million for initial
12 investment, an additional \$100 million for
13 infrastructure and \$40 million is what we have
14 projected to be required for environmental
15 mitigation for those communities, it's silly to make
16 this major investment if we are going to go back to
17 the same inefficient routing we have through Chicago
18 now. It is counter intuitive to me and our
19 operations because they are planning on using it as
20 a permanent reroute

21 MR. CANNATA: We will be around to
22 answer any additional questions.

23 If anyone would like to come up
24 and do oral comments to our court reporter or
25 written comments that will be great because we are



1 going to send those off and we strongly encourage
2 it.

3 MR. BARRON: Hi, I'm Michael Barron.
4 I'm a resident of Oak Park, Illinois. I'm an
5 attorney. I do work for the CN but I have no
6 involvement in this transaction. And there are two
7 points I would like to make.

8 I believe the STB should approve
9 this transaction and approve it expeditiously with
10 limited mitigation. Here is a project that
11 addresses a public, regional and nationwide problem,
12 which is congestion in Chicago.

13 The congestion in Chicago has
14 impacts on quality of life, traffic efficiency, the
15 economy and air quality. We have a private entity
16 CN seeking to address that problem through the use
17 of its own funds by diverting a large portion of
18 that traffic to an already exiting right of way that
19 goes far west of the city and doesn't go through
20 areas that are heavily congested or challenged for
21 air quality and traffic issues. The STB should
22 approve that quickly and not hinder it.

23 Secondly, the CN is doing this
24 project by using an already exiting right of way.
25 That is the most efficient way to do something. It



1 maximizes the use of existing assets and avoids the
2 environmental impact that is brought about by the
3 construction of a new right of way.

4 And that is the end of my
5 comments.

6 MR. FORTE: My name is Karmen Forte.
7 I'm president of Forte Plumbing Company, small
8 family business in River Grove right on Grand
9 Avenue. I've lived in Elmwood Park all my life.
10 I'm also a trustee on the board of Elmwood Park.
11 And I'm interested in the solution to alleviate the
12 rail traffic that bisects Elmwood Park.

13 As a small businessman most of our
14 work is in the Elmwood Park/River Grove area, and we
15 find ourselves hampered by the recurring freight
16 trains that come through the area simply by getting
17 to and from our customers and our shopping on Grand
18 Avenue.

19 It really strangles our community
20 at the worse possible times, in rush hour, lunch
21 time, when everyone is out in the street anyway. It
22 never fails there is a large freight train with
23 almost 100 cars coming through and sometimes the
24 train stops. It is quite frustrating.

25 I do realize that the longer



1 trains mean there is goods being shipped, which is
2 good for the economy, and they are not empty box
3 cars, so these goods are going somewhere and someone
4 is paying for them, so the longer the freight trains
5 to me is a good economic indicator; however, if
6 trains have to pass through Chicago only to get to
7 another part of the country and this not being their
8 ultimate goal it makes sense to circumvent Chicago
9 and alleviate this congestion.

10 That's all I have to say. I'm
11 happy we had the opportunity to make our comments
12 known.

13 MR. FELT: I'm Wallace Felt. I live
14 at 9614 Pacific Avenue, Franklin park, Illinois
15 60131.

16 I want to thank the people for
17 being here and doing this. I would like to mention
18 I'm a resident of Franklin Park. I have been a
19 lifetime resident. I have lived in Franklin Park
20 all my life.

21 I can see the railroad from my
22 house, perhaps 300 yards from my house. And I
23 noticed there is more freight traffic than I have
24 ever seen lately, and I have been able to watch and
25 see the trains my whole life because I have lived



1 close to the tracks my whole life and so lately
2 there has been more traffic than I have ever seen.

3 And one thing I noticed, too, is
4 that all westbound freight trains going through
5 Franklin Park stop, not the ones on the fast track,
6 not the Metra track, but the CN track, every
7 westbound freight train stops. And I understand one
8 of the reasons for that is one of the operators has
9 to exit the engine and open the switch manually, so
10 while this is going on, traffic is backing up and
11 kids are trying to get to school and come home from
12 school, and it seems the freight trains are longer
13 than they have ever been. And I have seen freight
14 trains as long as 200 cars long, and it just ties up
15 traffic terribly.

16 So I would like to urge the
17 Surface Transportation Board to approve the purchase
18 of the CN to EJ&E. I know some of the people living
19 in the way out suburbs don't like to have freight
20 trains coming through their towns but they like to
21 have their goods that the freight trains provide.
22 They just don't want the trains to come through
23 their towns to provide it. Let the trucks haul it
24 in. Let them have their vehicles and goods but
25 don't bring it through their town.



1 Well I guess that's about it.

2 MS. INTERRANTE: I am Fina Interrante.
3 The address is 2434 North 78th Avenue, Apartment GW,
4 Elmwood Park, Illinois 60707.

5 Well, it's bad to get stuck with
6 all these trains coming through. If you got doctors
7 appointments or you are trying to get to the schools
8 or anywhere else and if you have a schedule it's
9 hard to get there. I support the transaction for
10 them to purchase. That's it.

11 MS. MARINO: Pat Marino. The address
12 is 2447 North 77th Avenue, Elmwood Park, Illinois
13 60707.

14 And I do support the purchase of
15 EJ&E. And like many people being stuck by these
16 freight trains all the time, makes you late for
17 appointments and it is very, very upsetting.

18 And that's it.

19
20
21
22
23
24
25





CERTIFICATE OF CERTIFIED SHORTHAND REPORTER

I, Kathleen Hendrix, a Certified Shorthand Reporter of the State of Illinois, do certify that I reported stenographically the proceedings had in the afore-entitled cause on the date and at the time so specified, and that the foregoing is a true and correct transcript of those proceedings by me so reported.

IN WITNESS WHEREOF, I have set my hand and seal this *24th*
day of *September* 2008.

Kathleen J. Hendrix

Certified Shorthand Reporter # 840-04108



HEARING ON EJ&E PURCHASE BY CN

Meeting Location:

Elmwood Park High School

Meeting Date: September 23, 2008

[illegible]

HEARING ON EJ&E PURCHASE BY CN

Meeting Location:

Elmwood Park High School

Meeting Date: September 23, 2008

Name	Address	Community	Phone	E-Mail
TOD APIDA	2444 Spruce	River Green	708-453-5390	BDC@VORC.US
Man Kaminski	2121 76 th St	Elmwood Park	708-452-4846	AKLAW@joddy.net
Charles Lindemuth	2616 N. 77 th Ct.	Elmwood Park	708 452-1276	
PAT MARINO	2447 W. 77 th Ave	Elmwood Park	708-456-0287	
Fina Interrante	2434 N 78 th Ave	Elmwood P.	708-395-5264	
Tina Gordon	2243 N 72 nd St	Elmwood Park	708-4564896	Tmgord@comcast.net

HEARING ON EJ&E PURCHASE BY CN

Meeting Location:	Elmwood Park High School
--------------------------	--------------------------

Meeting Date: September 23, 2008

[illegible]

HEARING ON EJ&E PURCHASE BY CN

Meeting Location:

Elmwood Park High School

Meeting Date:

September 23, 2008

Name	Address	Community	Phone	E-Mail
Raymond Bernero	2530 N. OAK ST.	River Grove	847-417-9447	bernero@bigglobal.net
Mayor Marilyn May	2621 Thatcher	River Grove	708-450-7622	Pres@Vong.US
Fung W L C N Listro	8445 RIVERGROVE	RIVER GROVE	708-453-8705	Admin@Vong.US
BART SMITH	8551 Center St	River Grove	454-5452	bas@smithrickert.us
Jeff Sargent	7945 W. BARNHART	Elmwood Park	708-785-9166	JSargent@TritonEdU
Lois DYRPA	2418 RAYMOND	River Grove	456-2616	LOIS@CLUBHOUSE2
William Darr	110 E Schiller, #303	Elmhurst	847/612-0281	commish847@comcast.net
Jim Janning	3201 W. Fielder	Elmwood Park	708 452 7272	Janning, J@epcusa.org
Stacey Gordon	2243 N. 72nd	Elmwood Park	708-456-4896	Casting1@comcast.net

HEARING ON EJ&E PURCHASE BY CN

Meeting Location:

Elmwood Park High School

Meeting Date: September 23, 2008

Name	Address	Community	Phone	E-Mail
INDIA RYPCINSKI	3517 N. OZANAM CHGO IL 60634		773-625-0798	lrypcinski@yahoo.com
Pete Silvestri	7715 W. Armitage	Elmwood Pl	708 452 3923	psilvestri@elmwoodpark.org
MICHAEL WARNOCK	2417F W. 75TH AVE. ELMWOOD PARK 60607	ELMWOOD PARK	708 456 4788	MICHAELWARNOCK@COMCAST.NET
Diane Kmiecik	2219 78 AVE	ELMWOOD Pl	708 456 3937	dKmiecik@ameritech.net
Michael Barron	1022 S. Grove	Oak Park IL	708-256-5398	
LOUIS KRAUSE	2020 N. 75TH ST	ELMWOOD PK		
Bill Ryhl	3012 GEORGE	FRANKLIN 11	847-671-5778	william.ryhl@hotmail.com

A abbreviated (1) 6:4 able (2) 9:8 18:24 absolutely (1) 10:3 acquisition (1) 6:12 addition (1) 7:8 additional (2) 15:12,22 address (4) 5:24 16:16 20:3 20:11 addresses (1) 16:11 adversely (1) 8:7 advocate (1) 10:5 Affairs (1) 12:22 aforesaid (1) 21:9 ago (1) 14:9 agreed (1) 14:3 air (2) 16:15,21 alleviate (2) 17:11 18:9 allow (1) 4:16 America (1) 4:1 amount (1) 12:18 AmTrak (1) 8:8 answer (2) 9:13 15:22 answers (1) 9:5 Antioch (1) 14:2 anymore (1) 4:4 anyway (1) 17:21 Apartment (1) 20:3 appointments... 20:7,17 appropriate (1) 13:20	approval (1) 13:5 approve (4) 16:8,9,22 19:17 approved (1) 7:3 area (9) 1:4 2:22 12:4 13:8 14:12,15 14:23 17:14 17:16 areas (2) 5:11 16:20 Argo (1) 14:16 aspect (1) 10:19 aspects (1) 10:19 assets (1) 17:1 ATD (1) 10:23 athletic (1) 4:17 attorney (1) 16:5 AUDIENCE (7) 9:15,20 10:1,15 11:5,16 12:10 Avenue (6) 4:25 17:9,18 18:14 20:3,12 avoids (1) 17:1 awards (1) 4:18 aware (1) 6:22 B back (4) 11:22 12:15,19 15:16 backed (1) 7:20 backing (1) 19:10 backyard (1) 3:10 bad (1) 20:5 band (1) 2:11 Barrington (1) 9:3 Barron (2) 16:3,3	base (1) 15:3 based (1) 8:17 basically (1) 6:9 believe (1) 16:8 benefit (2) 4:5 7:5 benefits (1) 13:5 Beyond (1) 13:21 bias (2) 10:17 11:1 big (1) 8:6 bisects (1) 17:12 board (4) 10:8 13:19 17:10 19:17 bordering (1) 6:16 box (1) 18:2 bring (2) 11:21 19:25 brought (1) 17:2 built (4) 4:10,11 15:3,6 built-in (1) 10:17 bus (2) 5:5 6:2 buses (3) 4:24,25 5:6 business (3) 12:3,8 17:8 businessman (...) 17:13 bypass (5) 6:8 13:3,7,12 13:22 C C (1) 21:2 California (1) 3:20 call (1) 8:23 called (1) 13:15 campaign (1) 3:8	Canada (2) 6:25 15:5 Canadian (3) 6:7,19,22 CANNATA (...) 6:3 9:12,17,22 10:3,13,18 11:7,23 15:21 capacity (2) 15:7,8 capital (1) 4:1 car (1) 12:13 card (1) 5:25 cars (5) 10:21 11:10 17:23 18:3 19:14 caught (1) 5:2 cause (1) 21:7 center (1) 8:15 central (6) 3:15 5:17 13:25 14:1,13,18 certainly (1) 5:11 challenged (1) 16:20 challenges (1) 14:21 cheering (1) 2:12 cheerleaders (...) 2:11 Chicago (25) 3:14,20,22,24 4:1,6,10,13 6:9,15 7:1,9 7:17,19,22 13:4,7 14:14 14:15,23 15:17 16:12 16:13 18:6,8 circles (1) 6:15 circumstances... 5:4 circumvent (1) 18:8 circumvents (1) 6:9 city (5) 6:9 7:9 12:9	13:3 16:19 Class (1) 6:20 clear (1) 13:4 clients (1) 12:2 close (1) 19:1 CM (1) 8:16 CN (9) 3:7 10:25 12:1 12:23 16:5,16 16:23 19:6,18 coalition (6) 2:21,23 3:16 9:2,4 10:4 coincidence (1) 14:10 Coincidental... 14:9 come (10) 2:6,16 3:1 9:13 10:11 12:7 15:23 17:16 19:11,22 comes (2) 3:13 5:2 coming (7) 2:3,4 4:2 12:3 17:23 19:20 20:6 commend (1) 5:9 comment (1) 8:21 comments (4) 15:24,25 17:5 18:11 Committee (1) 3:6 commodity (1) 11:20 communities (...) 2:23,25 3:2 4:3 7:4,7,9,10 15:15 community (2) 5:10 17:19 company (2) 5:5 17:7 concern (3) 5:3,11,12 concurrent (1) 13:20 condition (1) 8:18	Conference (2) 3:15 5:17 congested (2) 3:25 16:20 congestion (5) 4:9 7:16 16:12 16:13 18:9 construction (1) 17:3 continents (1) 6:21 continue (1) 13:10 Cook (3) 6:17 8:15 10:23 correct (3) 3:19 5:24 21:8 corridor (1) 14:1 counter (3) 8:14,16 15:18 countering (1) 9:3 country (1) 18:7 County (5) 6:16,18 8:16 10:23 21:2 court (2) 15:24 21:5 criteria (2) 8:10 10:20 crop (1) 14:21 crossing (1) 10:22 crossings (2) 8:8 10:20 Currently (1) 6:14 customer (1) 14:12 customers (2) 13:8 17:17 C.S.R (2) 21:12,13 D daily (1) 5:12 day (9) 1:20 3:20,22,23 7:13 10:22,23 12:6,7 days (2) 7:19 9:17 deadline (1) 8:21
--	--	---	---	---	--

decades (1) 10:2	18:5	8:25	7:16 11:14	19:21,24	1:5,19
decided (1) 9:23	economy (3) 4:5 16:15 18:2	F	17:15,22 18:4	Government (1) 12:22	help (1) 5:13
decrease (3) 11:5,17 12:13	effect (2) 8:4,8	facility (2) 14:16 15:4	18:23 19:4,7	gracious (1) 4:15	HENDRIX (2) 21:4,12
dedicating (1) 12:11	efficiency (2) 7:15 16:14	fact (1) 11:3	19:12,13,19	grade (1) 4:2	Hi (1) 16:3
denied (2) 10:9,13	efficient (1) 16:25	fails (1) 17:22	19:21 20:16	grain (1) 14:7	hide (1) 12:4
dense (1) 11:23	EJ&E (18) 3:7 4:7,11 6:6,7	fairly (1) 7:2	friends (2) 4:6 8:22	Grand (3) 4:25 17:8,17	high (4) 1:8 4:16,18,21
Department (1) 8:9	7:11 8:7,13	family (2) 8:22 17:8	frustrating (1) 17:24	great (1) 15:25	hinder (1) 16:22
design (1) 13:13	10:20 11:18	far (3) 8:17 9:5 16:19	Fullerton (2) 1:9,19	greater (1) 8:17	hold (1) 10:8
designed (1) 13:6	11:21 13:1,2	fast (1) 19:5	future (1) 13:14	ground (1) 4:2	holding (1) 10:10
destined (1) 14:18	14:19,24 15:2	favor (1) 10:19	G	Grove (5) 2:5,7,21 17:8	home (1) 19:11
determined (1) 14:3	19:18 20:15	feds (1) 4:10	gate (1) 5:2	17:14	honored (1) 2:4
director (1) 3:5	Elmwood (14) 1:2,8,10,20 2:2	feel (2) 9:13 12:13	gather (1) 10:11	guess (1) 20:1	hour (1) 17:20
DIS (2) 8:3 10:18	2:6,20 4:16	Felt (2) 18:13,13	gathering (1) 14:7	Gulf (1) 7:1	hours (1) 7:17
district (1) 4:21	17:9,10,12,14	figures (1) 13:19	gavel (1) 5:16	guys (1) 7:24	house (3) 3:6 18:22,22
diverted (1) 15:2	20:4,12	Finia (1) 20:2	generate (1) 11:4	GW (1) 20:3	hub (1) 7:1
diverting (1) 16:17	entity (1) 16:15	find (1) 17:15	getting (3) 5:13 8:1 17:16	gymnasium (1) 4:17	I
doctors (1) 20:6	environmenta... 15:14 17:2	findings (1) 8:3	give (3) 2:17 6:3 10:10	H	idea (1) 5:4
doing (5) 9:16,18 10:25	ethanol (10) 11:19,19,21,24	fire (1) 8:12	gives (1) 5:3	hampered (1) 17:15	Illinois (9) 1:10,20 14:13
16:23 18:17	12:11,25 14:5	first (1) 21:4	glad (1) 9:7	happen (1) 5:4	14:18 16:4
dong (1) 2:12	14:10,17,22	five (1) 11:13	go (7) 4:24 5:6 12:13	happy (1) 18:11	18:14 20:4,12
Dough (1) 4:18	eventually (1) 12:14	flat (1) 10:14	12:19 14:18	hard (1) 20:9	21:1
Dr (3) 4:18,19 6:2	everybody (1) 4:20	flooding (1) 14:22	15:16 16:19	haul (1) 19:23	impact (5) 3:7 7:14 8:14
draft (1) 8:3	executive (1) 3:5	foregoing (1) 21:7	goal (1) 18:8	head (1) 3:17	8:17 17:2
dropping (1) 7:21	existing (2) 15:3 17:1	foreseeable (1) 13:14	goes (4) 7:18 14:6,7	hear (2) 2:14 3:14	impacted (3) 2:25 9:24 10:2
due (1) 11:14	exit (1) 19:9	forte (3) 17:6,6,7	16:19	heard (3) 6:5 7:18 12:16	impacts (1) 16:14
duly (1) 21:4	exiting (3) 8:18 16:18,24	frame (2) 13:20,21	going (27) 2:12 3:14 6:3,5	hearing (3) 1:3 2:14 7:25	implementati... 8:4
dumping (1) 6:12	expand (1) 13:25	Franklin (4) 18:14,18,19	7:4,6 9:9,10	hearings (4) 9:16,23 10:8	important (1) 5:11
E	expeditiously ... 16:9	19:5	10:4 11:6,11	11:2	impression (1) 10:16
eastern (1) 6:24	experience (1) 8:14	free (1) 9:13	11:21 12:3,6	heavily (1) 16:20	Improve (1) 7:14
economic (1)	experiencing (...) 10:21	freight (17) 3:1,13,18 4:12	12:14 13:17	heavy (2) 4:10,11	improvement... 6:13
	e-mail (1)		14:11,17	held (2)	including (1) 4:6
			15:11,16 16:1		increase (2)
			18:3 19:4,10		
			good (2) 18:2,5		
			goods (5) 7:21 18:1,3		

7:6,11 increases (2) 11:11,14 increasing (1) 2:25 indicator (1) 18:5 inefficient (1) 15:17 infomration (1) 8:24 information (3) 2:17 8:24 10:12 infrastructur... 15:13 initial (1) 15:11 initially (1) 14:18 inside (1) 5:2 intended (2) 2:10,13 intent (2) 13:13,21 intercontinen... 6:20,23 interested (2) 5:20 17:11 Interrante (2) 20:2,2 introducing (1) 12:20 intuitive (1) 15:18 investment (2) 15:12,16 invited (1) 3:5 involved (1) 5:10 involvement (1) 16:6 Iowa (2) 7:21 14:8 issue (1) 5:7 issues (1) 16:21	K K (1) 21:2 Kane (1) 6:16 Kannata (1) 3:14 Karmen (1) 17:6 KATHLEEN ... 21:4,12 kids (1) 19:11 kind (1) 6:8 know (4) 10:22 11:3,25 19:18 known (1) 18:12 Kvedaras (2) 12:16,21 L LA (1) 3:18 Lake (1) 6:17 large (3) 7:2 16:17 17:22 late (1) 20:16 lately (2) 18:24 19:1 leave (2) 5:19,20 leaves (1) 3:22 Lenny (2) 3:14 5:16 letter (1) 8:22 level (2) 4:3 8:15 License (1) 21:13 life (5) 16:14 17:9 18:20,25 19:1 lifetime (1) 18:19 limited (1) 16:10 line (10) 8:5,7,13,17 14:1,6,7,8,8 14:23 lines (1)	7:11 listening (1) 4:23 live (1) 18:13 lived (3) 17:9 18:19,25 living (1) 19:18 local (3) 13:8,10,11 logical (2) 13:24 15:10 long (3) 12:8 19:14,14 longer (3) 17:25 18:4 19:12 look (1) 5:1 looking (1) 6:11 lot (3) 8:23 13:16 15:5 Loyola (1) 8:15 lunch (1) 17:20 M major (5) 5:3 7:1,23 8:3 15:16 manager (1) 12:22 manually (1) 19:9 map (1) 6:15 Marilyn (1) 2:5 Marino (2) 20:11,11 matter (1) 11:11 maximizes (1) 17:1 Mayor (3) 2:5 9:6,7 mean (1) 18:1 medical (1) 8:13 meet (1) 8:9 meeting (2) 1:19 5:14 MEMBER (7)	9:15,20 10:1,15 11:5,16 12:10 members (1) 2:21 mention (1) 18:17 met (1) 10:20 Metra (4) 8:6 13:25 14:3 19:6 metropolitan ... 4:6 Mexico (1) 7:2 Michael (1) 16:3 miles (2) 3:21,21 million (5) 6:12,13 15:11 15:12,13 mind (1) 10:16 misinformatio... 3:9 mitigation (4) 8:11,12 15:15 16:10 mobilize (1) 11:1 Monger (1) 14:6 mouthpiece (1) 10:5 move (3) 11:18 14:11,13 moving (1) 11:24 Municipal (2) 3:15 5:17 N name (2) 1:25 17:6 National (3) 6:7,19,22 nations (1) 6:24 nationwide (1) 16:11 Naturally (1) 9:23 near (1) 8:13 necessarily (1) 14:15 need (1)	4:12 needed (1) 6:13 needs (1) 13:9 negative (1) 8:17 negatively (2) 9:24 10:2 neighbors (1) 4:7 network (1) 7:15 never (1) 17:22 new (5) 3:19,22,23 7:1 17:3 north (3) 13:25 20:3,12 Northern (1) 6:17 northwest (1) 2:24 notes (1) 21:8 noticed (2) 18:23 19:3 number (5) 3:1 7:18 8:23 11:20 14:9 O O (2) 21:2,2 Oak (1) 16:4 oath (1) 21:5 obviously (3) 2:10 10:23 11:2 occasional (2) 13:11 14:20 Omaha (1) 14:7 once (3) 5:8 8:20 11:21 ones (2) 9:22 19:5 open (1) 19:9 operating (2) 15:7,8 operations (1) 15:19 operators (1) 19:8 opportunity (2)	3:4 18:11 oral (2) 2:18 15:24 originated (1) 14:5 Orleans (1) 7:1 P Pacific (1) 18:14 Palagrino (1) 3:4 park (19) 1:2,8,10,20 2:2 2:6,20 4:16 14:2 16:4 17:9 17:10,12 18:14,18,19 19:5 20:4,12 Park/River (1) 17:14 part (7) 5:7 9:7 10:25 11:17 12:16 14:4 18:7 particular (1) 2:18 parts (1) 6:25 pass (1) 18:6 Pat (1) 20:11 paying (1) 18:4 people (9) 2:15 3:11 5:21 6:1 9:9 10:10 18:16 19:18 20:15 percent (2) 15:7,8 percentages (1) 14:24 period (1) 13:16 permanent (4) 11:6 13:6 15:10 15:20 personal (1) 6:1 perspective (1) 12:8 Peter (1) 1:25 pipe (1) 12:12
--	--	--	---	--	--

place (1) 10:10	14:16	17:19	17:8	5:13 13:24	south (2) 2:24 14:14
planning (2) 9:15 15:19	proposal (1) 2:15	reason (2) 11:16,18	River (4) 2:5,7,21 17:8	15:10 18:8	southern (1) 6:17
please (1) 5:20	proposed (1) 3:7	reasons (1) 19:8	route (6) 13:3,7,12,12,13	sent (1) 2:17	spans (2) 6:20,23
pleased (2) 2:20 3:3	provide (4) 13:3,10 19:21	receive (1) 13:5	13:22	September (3) 1:5,21 8:20	Special (1) 1:19
Plumbing (1) 17:7	19:23	recurring (1) 17:15	routed (1) 14:15	serve (1) 12:2	specifics (1) 3:16
points (1) 16:7	public (6) 1:3,19 2:14	reduce (2) 7:15 12:17	routing (1) 15:17	service (6) 8:8 13:9,10,12	spend (2) 6:11 15:11
population (1) 11:23	16:11	reduced (1) 7:5	Rubin (3) 4:18,19 6:2	13:25 14:12	SS (1) 21:1
portion (1) 16:17	purchase (8) 2:19 3:7 5:21	reduction (2) 7:8,10	run (6) 6:25 8:5,6	services (1) 8:13	stand (1) 9:9
ports (2) 6:24 7:22	6:7 11:18	refused (1) 11:3	14:19,23,23	seven (1) 9:17	Star (1) 8:4
possible (1) 17:20	19:17 20:10	region (1) 7:16	running (1) 14:25	sheets (1) 5:20	start (6) 1:4 2:21 3:16
possibly (1) 13:24	20:14	regional (1) 16:11	runs (2) 8:16 14:6	shift (4) 3:11,18 4:8,13	9:1 10:4 12:20
post (1) 5:25	purpose (4) 4:19 12:25 13:2	relatively (2) 7:12 8:25	rush (1) 17:20	shipped (1) 18:1	state (2) 4:10 21:1
potentially (1) 8:14	13:22	remain (1) 13:7	S	shopping (1) 17:17	STB (3) 8:25 16:8,21
presentation (3) 2:15 5:18 6:4	put (3) 6:1 11:7 12:19	remains (1) 14:3	safety (1) 5:13	shorthand (2) 21:6,8	steps (1) 11:3
president (3) 2:1 4:23 17:7	p.m (2) 1:6,21	Remember (1) 5:19	sale (1) 5:21	shoulder (1) 4:4	stop (2) 5:1 19:5
press (1) 8:23	Q	reported (1) 21:6	says (1) 21:5	shouldering (1) 3:12	stops (2) 17:24 19:7
pretty (4) 7:20 8:19 9:1	quality (3) 16:14,15,21	reporter (2) 15:24 21:5	scenario (1) 15:6	side (4) 7:25 9:18,25	stories (1) 6:1
10:13	question (5) 12:17,17,24	represent (1) 2:23	schedule (1) 20:8	14:14	story (4) 4:22 8:1 9:19
private (1) 16:15	questions (4) 9:5,13 15:5,22	requested (1) 10:7	Schiller (1) 14:2	sign (2) 2:16 5:20	9:25
probably (1) 14:12	quick (2) 4:22 8:25	required (1) 15:14	school (8) 1:8 4:15,17,18	silly (1) 15:15	strangles (1) 17:19
problem (8) 2:8 3:12,13 4:4	quickly (1) 16:22	reroute (3) 15:9,10,20	4:20,21 19:11	Silvestri (4) 1:25 2:1 4:23	street (1) 17:21
4:8 8:6 16:11	quite (1) 17:24	rerouted (1) 5:6	19:12	5:15	stress (1) 8:20
16:16	R	resident (3) 16:4 18:18,19	schools (1) 20:7	simply (1) 17:16	strongly (1) 16:1
problems (1) 8:5	rail (16) 1:4 2:22 3:25	residents (2) 5:12 9:11	Secondly (1) 16:23	single (1) 10:22	stuck (2) 20:5,15
proceedings (2) 1:18 21:6	6:10,13 7:5,6	resinates (1) 3:17	see (11) 6:14 7:6,8,10	site (1) 4:17	students (1) 5:12
producers (3) 14:10,17,22	7:8,15,15,23	restrictions (1) 14:21	7:11,12,13	situation (1) 9:10	studied (1) 10:21
project (2) 16:10,24	8:8 12:13 13:9	reviewed (1) 13:19	11:11 12:14	small (4) 5:3 14:24 17:7	studies (1) 11:9
projected (3) 11:9 15:2,14	13:23 17:12	Rich (1) 3:4	18:21,25	seeking (1) 16:16	study (1) 11:7
projection (1) 13:16	railroad (3) 6:20,23 18:21	right (6) 10:4 11:22	seen (3) 18:24 19:2,13	send (4) 5:23,25 10:12	stuff (1) 10:24
projections (2) 13:17 15:6	railway (1) 7:2	16:18,24 17:3	senior (1) 12:21	16:1	subject (1) 14:20
proper (1)	rally (1) 2:10		sense (4)	serious (1) 9:8	
	reacquired (1) 14:8			sound (1) 10:17	
	realize (1) 17:25				
	really (1)				

submit (1) 5:23	think (5) 4:7 6:17 11:12 12:5 13:23	17:16 18:1,4,6 18:25 19:4,12 19:14,20,21 19:22 20:6,16	uses (1) 13:23	3:19	23rd (1) 1:20
submitted (1) 13:18	third (1) 3:24	transaction (8) 6:5,6 7:3 8:7 9:3 16:6,9 20:9	U.S (1) 8:9	Y	24 (1) 7:17
suburban (2) 2:24 7:4	thousands (1) 3:21		V	yards (2) 7:23 18:22	2434 (1) 20:3
suburbs (3) 6:10,15 19:19	ties (1) 19:14	transcript (2) 1:18 21:8	vehicles (1) 19:24	year (3) 4:23 11:19 12:15	2447 (1) 20:12
superintende... 4:15	time (9) 4:8,14 5:15 10:10 13:16 13:20,21 17:21 20:16	transportatio... 3:6 10:8 12:12 13:18 19:17	village (4) 1:2 2:1,2,5	years (3) 11:8,10 14:9	294 (3) 4:10,12 6:8
support (6) 5:21 9:2 11:1,4 20:9,14		Transportatio... 8:10	W	York (2) 3:19,23	3
sure (2) 14:5,16	timeline (1) 8:19	transports (1) 11:21	Wallace (1) 18:13	S	3-day (1) 3:24
surface (3) 10:8 13:18 19:17	times (2) 13:16 17:20	trauma (1) 8:15	want (8) 3:18 4:3 8:20 9:25 11:18 14:12 18:16 19:22	\$100 (1) 15:12	30 (1) 7:5
switch (1) 19:9	tip (1) 6:17	travel (1) 7:17	wanted (2) 2:14,16	\$150 (1) 6:13	30th (1) 8:20
sworn (1) 21:5	tired (1) 3:12	trip (1) 3:24	watch (1) 18:24	\$300 (2) 6:12 15:11	300 (1) 18:22
T	title (1) 12:21	trucks (2) 7:22 19:23	way (9) 6:15 7:20 11:13 12:5 16:18,24 16:25 17:3 19:19	\$40 (1) 15:13	355 (4) 4:11,12 6:8,16
table (1) 5:23	today (1) 6:4	true (1) 21:7	ways (1) 5:2	0	4
take (5) 3:22 7:16,19 11:4 12:6	top (1) 11:15	trustee (1) 17:10	week (1) 3:4	084-004180 (1) 21:13	40 (1) 2:2
taken (1) 21:8	town (1) 19:25	try (1) 12:9	welcome (4) 2:9 4:15,20 5:14	1	5
takes (3) 3:19,23 12:8	towns (3) 7:13 19:20,23	trying (8) 3:11,24 8:1,6 10:25 12:4 19:11 20:7	west (7) 1:9,19 2:24 3:15 5:16 6:16 16:19	1 (2) 6:20 8:15	5 (3) 8:23 11:8,10
talk (1) 9:13	track (7) 4:7 5:1,7 12:18 19:5,6,6	turn (1) 5:16	westbound (2) 19:4,7	100 (3) 15:7,8 17:23	5:00 (3) 1:6,21 2:16
talked (1) 5:5	tracks (3) 4:25 13:7 19:1	two (4) 6:20,23 7:12 16:6	western (3) 6:24 14:6 15:4	11 (1) 8:12	6
talking (1) 12:10	traffic (26) 1:4 2:22 3:13 3:18,25 4:9,12 4:13 6:10 7:5 7:6,8 12:14 13:17,19 15:1 15:3,4 16:14 16:18,21 17:12 18:23 19:2,10,15	two-part (1) 12:24	WIERCIAK (1) 10:7	120 (1) 7:13	6 (1) 7:19
tell (1) 3:17		type (1) 8:10	Wisconsin (1) 14:1	127 (1) 2:3	60 (2) 2:23 7:4
temporary (2) 11:6,17	train (8) 3:20 7:17 13:11 14:20 15:1 17:22,24 19:7	ultimate (1) 18:8	work (2) 16:5 17:14	134 (1) 10:20	60131 (1) 18:15
terribly (1) 19:15	trains (31) 2:3,4,6 3:1 4:2 4:5 7:12,20 11:10,13,14 11:15,22 12:3 12:11,18 14:11,25	understand (1) 19:7	worse (1) 17:20	15 (1) 8:9	60707 (2) 20:4,13
testify (1) 3:6		underutilized ... 6:14	WORZIAK (2) 11:9 12:1	1989 (1) 2:2	7
testimony (5) 2:18 5:22 7:25 8:22 10:11		upsetting (1) 20:17	write (2) 7:24 8:22	2	77th (1) 20:12
thank (3) 5:8,13 18:16		urge (1) 19:16	written (3) 2:18 5:22 15:25	20 (2) 11:13,14	78th (1) 20:3
Thanks (2) 4:19 5:14		use (3) 4:16 16:16 17:1	wrong (1)	200 (1) 19:14	8
thing (3) 2:12 3:17 19:3				2000 (2) 3:21 10:21	8:00 (1) 2:16
things (2) 3:9,10				2008 (3) 1:5,21 2:3	8201 (2) 1:9,19
				2015 (1) 13:17	87 (2) 8:8 10:20
				23 (1) 1:5	9

9614 (1)
18:14

PETITION TO REDUCE RAIL CONGESTION IN THE CHICAGO REGION

SUPPORT CN's ACQUISITION OF THE EJ&E

PS

Sep 29 2008 2:20PM Office Depot DPS 255

17087886820

P. 4

To: The Surface Transportation Board

We respectfully urge you to approve Canadian National's proposed acquisition of the EJ&E rail line, which will reduce rail congestion across the Chicago region.

If the Chicago region is to remain a vibrant transportation hub, we need to address rail and roadway congestion. CN's acquisition of the Elgin, Joliet & Eastern line will keep freight trains moving more efficiently and swiftly through the region, which is crucial for jobs and economic development.

This acquisition is in the best interests of the residents and businesses of this region overall.

Sincerely,

The Undersigned

I/WE SUPPORT CN'S ACQUISITION OF THE EJ&E

NAME	ADDRESS	CITY/TOWN	E-MAIL (OPTIONAL)	SIGNATURE
Chris Bartley	3130 Wenonah	Berwyn, IL	bartley9@hotmail.com	@48P
AMY RAFANELLO	3130 WENONAH	BERWYN IL	arafanello@hotmail.com	A Rafanello
CAROLYN HILK	3133 WENONAH	BERWYN, IL	CSHILK@YAHOO.COM	Carolyn Hilk
MARK RESAUO	3111 WENONAH	Berwyn IL	MARKREU@COMCAST.NET	Mark Resauo
JEFFREY COFFEY	3110 WENONAH	IL	KRAGOR@KMERITECH.NET	Jeffrey Coffey
Sara Loucks	3122 Wenonah	Berwyn, IL	saroloucks@gmail.com	Sara Loucks
Kelly Restivo	3111 Wenonah	Berwyn, IL		Kelly Restivo
Mark Ulanich	3132 Wenonah	Berwyn		Mark Ulanich
Diane Weiner	3132 Wenonah	Berwyn		D. Weiner
Carol Class	6839 30th ST	Berwyn		Carol Class
Paula Dente	3115 Minton	Berwyn		Paula Dente

SUPPORT CN's ACQUISITION OF THE EJ&E

NAME	ADDRESS	CITY/TOWN	E-MAIL (OPTIONAL)	SIGNATURE
JACQUELINE R. WAWRZYNIUK-KVOTON	3427 S. OAK PARK AVE	BERWYN IL		Jacqueline Wawrzyniuk
Roy James	2646 S. Oak Park Ave	Berwyn, IL 60402		Roy James
James Czwartak	2616 Wisconsin Ave	Berwyn, IL		James Czwartak
Salif Sucky	3410 Seville Ave	BERWYN, IL		Salif Sucky
JEROME W. HEYDA	3209 WENONAH AVE	BERWYN		Jerome Heyda
Jane Heyda	3209 Wenonah	Berwyn		Jane Heyda
Mary Hahn	3224 S. Home	Berwyn		Mary Hahn
Paul Magellan	6902 W. 30th place	BERWYN		Paul Magellan
Anthony Tunes	1624 S. WESLEY	BERWYN		Anthony Tunes
Mary F. Peranteau	3516 Elmwood Ave	Berwyn IL		Mary Peranteau
Jason Suck	3110 Seville Ave	Berwyn IL		Jason Suck
Carol Frank	4438 Sinclair	Berwyn, IL		Carol Frank
Mary Gonzalez	1918 Highland	"		Mary Gonzalez
Agustina	"	"		Agustina
Margaret (Peg) Tanager	3129 S. FULLID	Berwyn		Margaret Tanager
Victoria Ledajaks	3215 Clinton Ave.	Berwyn		Victoria Ledajaks
Jinda Sch	3445 Wenonah	Berwyn		Jinda Sch
GEORGIA RYNDAL	7007 W. 29th PL	BERWYN		Georgia Ryndal
DAVID MAYER	2726 Kenilworth	Berwyn		David Mayer
Betty Mayer	2726 Kenilworth	Berwyn		Betty Mayer
Nina Yashchen	2727 Kenilworth	Berwyn		Nina Yashchen

PETITION TO REDUCE RAIL CONGESTION IN THE CHICAGO REGION

SUPPORT CN's ACQUISITION OF THE EJ&E

52

Sep 29 2008 2:20PM

Office Depot DPS 255

17087886820

P.6

To: The Surface Transportation Board

We respectfully urge you to approve Canadian National's proposed acquisition of the EJ&E rail line, which will reduce rail congestion across the Chicago region.

If the Chicago region is to remain a vibrant transportation hub, we need to address rail and roadway congestion. CN's acquisition of the Elgin, Joliet & Eastern line will keep freight trains moving more efficiently and swiftly through the region, which is crucial for jobs and economic development.

~~This acquisition is in the best interests of the residents and businesses of this region overall.~~

Sincerely,

The Undersigned

I/WE SUPPORT CN'S ACQUISITION OF THE EJ&E

NAME	ADDRESS	CITY/TOWN	E-MAIL (OPTIONAL)	SIGNATURE
Betty H. Lane	3402 Kenilworth	Berwyn		Betty H. Lane
Elizabeth P. Pelayo	521 N. Harvey	Oak Park		Elizabeth P. Pelayo
Edna Leuthner	1627 Wisconsin	Berwyn		Edna Leuthner
Robert Kauer	2219 Sherwood	Westchester		
Arrachee Dineen	4401 S. Prescott Ave L Yorks	L Yorks		A. Dineen
John Yuley	2459 S. Oak Park Ave	Berwyn		
William M. Smith	3107 S. Shannon	Berwyn		William M. Smith
John D. Smith	3107 S. Grove	Berwyn		John D. Smith
Joanne Ryan	3020 Euclid	Berwyn		Joanne Ryan
Beverly Deagle	2525 Ridgeland Ave	Berwyn		Beverly Deagle
Patricia M. Deagle	2303 Euclid Ave	Berwyn		Patricia M. Deagle

SUPPORT CN's ACQUISITION OF THE EJ&E

NAME	ADDRESS	CITY/TOWN	E-MAIL (OPTIONAL)	SIGNATURE
Betta Falconer	2803 Euclid	Berwyn		Betta Falconer
J. L. Mafe	2713 Kenilworth	Berwyn		J. L. Mafe
Elia Mafa	2713 Kenilworth	Berwyn		Elia Mafa
David Kluk	2715 Kenilworth	Berwyn		David Kluk
Melani Kluk	2715 Kenilworth	Berwyn		Melani Kluk
Francisco Soto	2709 Kenilworth	Berwyn		Francisco Soto
Eugene Heslop	2911 So. Kenilworth	Berwyn		Eugene Heslop
Alfred Redthe	2105 Cynth	Berwyn		Alfred Redthe
Debi B. Suchy	3110 Scoville	Berwyn		Debi B. Suchy
PAT PFAU	6512 W 33	BERWYN		Pat Pfau
John Suchy	3110 S Scoville	Berwyn		John Suchy
JAMES MICKENBARGER	3000 EAST	BERWYN		James Mickenbarger
Wayne Mickenbarger	3107 East	Berwyn		Wayne Mickenbarger
Luann Rice	3642 S HARRY	Berwyn		Luann Rice
Fernando Trejo Sr	6412 W 28th St.	Berwyn		Fernando Trejo Sr
Julia Bowers	3618 S. Maple	Berwyn		Julia Bowers
Susan Chua	1628 Ridgeland	Berwyn		Susan Chua
Tom STECHMILLER	6504 27th ST.	BERWYN		Tom Stechmiller
Steve Shonder	3101 Wesley Ave	Berwyn		Steve Shonder
Gina Lambert	1512 WGNOWAN	BERWYN		Gina Lambert
PEGI TANGNEY	3229 SEUCLID	BERWYN		Margaret Tangney

96

27

PETITION TO REDUCE RAIL CONGESTION IN THE CHICAGO REGION

SUPPORT CN'S ACQUISITION OF THE EJ&E

To: The Surface Transportation Board

We respectfully urge you to approve Canadian National's proposed acquisition of the EJ&E rail line, which will reduce rail congestion across the Chicago region.

If the Chicago region is to remain a vibrant transportation hub, we need to address rail and roadway congestion. CN's acquisition of the Elgin, Joliet & Eastern line will keep freight trains moving more efficiently and swiftly through the region, which is crucial for jobs and economic development.

~~This acquisition is in the best interests of the residents and businesses of this region overall.~~

Sincerely,

The Undersigned

I/WE SUPPORT CN'S ACQUISITION OF THE EJ&E

NAME	ADDRESS	CITY/TOWN	E-MAIL (OPTIONAL)	SIGNATURE
B. DAVIS	7119 W. STARK	BERKELEY		B. Davis
E. Ryndak	7007 W. 29th	BERWYN		E. Ryndak
R. Ditt	3801 S. MARLBOROUGH	BOWEN		R. Ditt
C. Gahan	1940 Elmwood	Berwyn		Carlos Gahan
Deborah	2528 Elmwood	Berwyn		Deborah
R. M. Spitzer	6420 Windsor	Berwyn		R. M. Spitzer
R. E. Chernen	6401 W. Main	Berwyn		R. E. Chernen
John M. McCarty	3102 W. 30th	Berwyn		John M. McCarty
Janita Guzman	2150 Gunderson	Berwyn		Janita Guzman
ROBERT SANTI	1415 W. 11th	Berwyn		Robert Santi
Tamara	2135 Main	"		Tamara

