

ILLINOIS HOUSE OF REPRESENTATIVES



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TOM CROSS
HOUSE REPUBLICAN LEADER

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RE: CN acquisition of the EJ&E Railroad

Dear Resident:

I have been contacted by several constituents with concern regarding the CN acquisition of the EJ&E Rail Line. This acquisition would have a significant impact to the communities in my district.

The Canadian National Railway Corporation, along with its United States subsidiary, Grand Trunk Corporation (collectively, "CN") filed an application with the Federal Surface Transportation Board ("STB") seeking approval to acquire the EJ&E West Company. CN would like to use the EJ&E railway as a "bypass" around the congested rail lines of Chicago's inner ring suburbs. CN estimates that over the next three years, rail traffic will increase from an average of sixteen (16) trains per day currently to an average of forty-two (42) trains per day. CN also states their freight trains will run up to 10,000 feet in length. That means that one train could be nearly two miles in length.

I stand in opposition to the proposed acquisition for the following reasons:

- Significant vehicle delays at railroad crossings on our already congested roads.
- The safety of the crossings: namely emergency response times as well as the increase in noise, vibrations, and pollution as the trains pass through our communities.
- Neighboring cities and villages that use our roads for their commutes to and from work, school and other activities will also feel the impact.

I am working closely with a group called TRAC (the Regional Answer to Canadian National). TRAC includes municipal and county leaders from Lake, Cook, McHenry, Kane, DuPage, and Will Counties along with northwest Indiana. They are working together to present a unified response to voice concerns related to the proposed acquisition. Ultimately, final approval is up to the Surface Transportation Board (STB).

The STB released the "Draft Environmental Impact Statement" (DEIS). This statement outlines the areas the Board will study to help make decisions about any mitigation that will be required and the actual approval or denial of the EJ&E Railroad sale.

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