

082708 Chi Arthur.txt

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

9 STATEMENT OF:

10 JERRY ARTHUR
11,

12 AUGUST 27, 2008
13

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

20 CHIMNIAK REPORTING & VIDEO

21 Telephone: 312-781-9111
22
23

24 REPORTED BY: Robin Chimniak, 084-001999

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1 First name is Jerry, J-e-r-r-y, Arthur,
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2 A-r-t-h-u-r. My address is 833 Shoreline Road --
3 it's all one word -- Lake Barrington, Illinois
4 60010.

5 These comments are relative to the
6 report on the -- environmental report. These
7 comments are relative to the environmental report
8 done by the Surface Transportation Board.

9 Comment No. 1: I'm concerned that the
10 projection on the number of railcars that will
11 pass through Barrington is understated. The
12 information about the number of railcars came from
13 Canadian National, and as such I view it to be a
14 biased number.

15 It's in their interest to put forth the
16 best case that they can, so they may have
17 understated the number of railcars. I would like
18 an independent study to determine the number of
19 railcars that would pass through; best case, worst
20 case, and most likely case.

21 Comment 2: Relative to the number of
22 railcars passing through, as mentioned in the
23 above comment, I could not determine if the
24 opening of the container port in St. George in

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1 Canada, which will be operated by the Canadian
2 National Railroad, has been included. Container
3 ports typically take a long time to build. So the
4 impact on the amount of railcars may come beyond

5 the horizon of the study. Again, I would like an
6 independent review of this situation by someone
7 other than the railroad.

8 Number 3: Dealing with safety and
9 incidence of accidents, I think the board did a
10 nice job determining various areas of risk but,
11 however, this issue has not been quantified.
12 Based on research I did on CN, they have what is
13 characterized as a "core safety record." While
14 I'm not certain how safety is measured, it is
15 probably done in number of accidents per rail mile
16 or car mile.

17 I would like the board to determine
18 what their record has been from a quantitative
19 point of view and then apply that historical
20 record to what will happen when the railroad
21 traffic increases as planned.

22 Number 4:- This comment deals with the
23 overall economics of the project. While I realize
24 this is not the board's -- let me back up. While

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1 this is not in scope for the board, I do believe
2 that the total economics of the project need to be
3 reviewed.

4 My view is that Canadian National
5 Railroad is doing this to make more money, which
6 is fine. Yet there will be many costs to the
7 community. These costs will include time wasted
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8 due to traffic congestion, gasoline wasted due to
9 traffic congestion, lost property taxes due to
10 reduced property values, lost sales taxes due to
11 reduced -- to loss of businesses, loss to
12 businesses and taxes that will be paid to our
13 local or national government to mitigate some of
14 the safety and congestion issues.

15 Canadian National Railroad has offered
16 a relative small amount to help mitigate some of
17 the costs. But it's my belief those who are to
18 profit in this situation and make the money should
19 bear the costs to relieve the environmental issue,
20 particularly the area of congestion and safety.

21 (End of statement.)

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