



Environmental Impact Statement

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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

File	093008_Muskat.wav	Date	09/30/08 7:11 PM	Transcribed by	WK
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Transcript:

I'm callin you this evening from Waukegan, Illinois. Waukegan is the northernmost terminal of the Elgin, Joliet, and Eastern Railroad. The EJ&E is the railroad that came in Waukegan, Illinois and made Waukengan it's northernmost terminal well over 100 years ago. In it's hayday, the EJ&E employed 100 people in it's northernmost terminal railroad yards. I know all about his becasse my friend Jerry Lions was the yard master of the Waukegan Rail Yard for the EJ&E Railroad. I used to work in North Chicago in a factory which had it's northern property line up against the EJ&E Railroad property, so I used to see the EJ&E trains going back and forth as they headed north or they headed south in North Chicago. The reason why I'm making this call is because I really believe that it would be in the best interest of the nation, and especially of the Chicago metroplex area, and Waukegan, and Lake County for the Canadian National Railway to successfully purchase and improve the EJ&E Railway. The EJ&E Railway has been lacking in funds for infrastructure improvements for a long time now, the ownership has either not had either the money or the desire to invest money in a very important railroad. Those of us that know something about the EJ&E Railroad, understand and appreciate the work that it does in moving railroad cars from one railroad to another railroad as these railroads come into the capital of railroading in America, which is Chicagoland. They move these cars around and without that, the railroads couldn't function as well as they do. Now, we also hear about problems with the railroads. Problems with the EJ&E. There are obviously people that object to the purchase. I've heard these objections and I'd like to deal with some of them. We have problems, of course, with grade level crossings. When a railroad train has to go across a grade crossing either red light have to flash or gates have to go down and traffic has to come to a stop and people in Barrington, for example, have raised complaints about this. Well, I'll tell you what, I have the answer. If you go south on Highway 41, south of the old Goodyear plant, you'll take Highway 41 under the EJ&E tracks. If you take Interstate 94, north or south, you'll go under the EJ&E Railroad tracks. We need to do the same thing on many grade crossings used by the EJ&E Railroad, we need to dig up the roadway where it goes across the tracks so that when we get done with this improvement the highway <cut off>