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Environmental Impact Statement

Comment Form

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

Date: 9-30 08

Comments must be submitted by September 30, 2008.

ARTICLE IN FAVOR OF PROPOSED MERGER.

⑧ 4-22-08 RAILROAD CHIEF CAUGHT IN A LOOP - EXPRESSES
MR HARRISON'S SURPRISE AT THE STRONG OPPOSITION STATING
HE WILL KILL DEAL IF ISSUES CANNOT BE WORKED OUT AND
STB'S REQUIREMENTS ARE ONEROUS. I, FOR ONE, AM NOW
TOO KEEN ON SPEEDING UP ASIAN GOODS FROM BRITISH
COLOMBIA TO MEMPHIS. ALMOST DAILY REPORTS OF DANGEROUS
GOODS! OUR WEAK FPA NEEDS TO STEP IN AND FAST,
BUT ITS INEFFECTIVE AND POLITICALLY COMPROMISED. EDITORIAL
SOURCES

⑨ 4-23-08 RAILWAY OPPONENTS ALIGN FORCES - REGIONAL ANSWER TO CANADIAN NATIONAL (OR TRAC) COALITION RALLIES IN DOWNTOWN CHICAGO TO PROTEST MERGER PLAN ON SAME DAY CN SHAREHOLDERS MEETING IS HELD IN CHICAGO, MAYOR OF AURORA NOTES ENHANCED PROFITS FOR CN FROM MERGER - HUGE BILL TO ^{US} TAXPAYERS. MR HARRISON'S COMMENTS AT MEETING OF SHAREHOLDERS DERISIVE AND SHOW A VERY POOR ATTITUDE TO THOSE OF US WHO WOULD HAVE TO LIVE WITH ALL THE ILL EFFECTS TO OUR DAILY LIVES!

⑩ AGENCY OKS BROAD STUDY OF FREIGHT TRAIN REROUTING
(4-26-08) - THANK-YOU FOR COMPREHENSIVE STUDY TO 2015 (WISH

(11) 5-16-08 - CUTTING ^{IT COULD HAVE BEEN LOWER} DOWN ON COMMUTER GRIDLOCK - TRAC'S
 RESPONSE ^{TO} TRIBUNE'S ARTICLE #7 ABOVE; FINDING SERIOUS
 FLAWS IN MYR BYRNE'S STATEMENTS / CONCLUSIONS,

12) 5-20-08 - SENATOR OBAMA OPPOSES RAILWAY PROJECT

YOUR INPUT IS IMPORTANT!

[illegible]

Please check the public meeting you attended:

Matteson

Mundelein

Barrington

Bartlett

Chicago

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ILLINOIS SENATOR / PRESIDENTIAL CANDIDATE - COMES OUT STRONGLY AGAINST PROPOSED MERGER.

(13) 5-24-08 - BENEFITS OF RAIL MERGER - ARTICLE BY SENIOR VP OF SOUTHERN REGION CNRR SUPPORTING POSITION OF TRIBUNE #7 ABOVE AND AGAINST #11 ABOVE,

✓ (14) 5-27-08 - IDLING TRAINS RILE UP LOCALS, AS THE LAW LABS - THIS ONE SCARES ME! I LIVE WITHIN 100 FEET OF THE TRAINS. THIS MAN'S LIFE IS ESSENTIALLY

RUINED. I CANNOT REMEMBER A MORE DISTURBING ARTICLE!

HE'S LEFT WITH NO ONE TO COMPLAIN TO BUT THE FEDERAL RAILROAD ADMINISTRATION; THE ILLINOIS SUPREME COURT

⇒ NO HELP STATING STATES + MUNICIPALITIES HAVE NO

JURISDICTION OVER RAIL OPERATIONS, "IN TRANSIT" RULES

THE DAY, AS BEST MR RICE KNOWS, "WHICH IS OF
LITTLE CONSOLATION TO ^{MR}RICE, "YOU CAN'T GET AWAY FROM

THE SOUND' RICE SAID, THE MASTER BEDROOM IS UPSTAIRS

ON THE BACK OF THE HOUSE AND THERE IS NO WAY TO DROWN
OUT THE RUMBLING OF THIS ENGINE RUNNING AND GET ANY SLEEP."

MR RICE KNEW ABOUT TRAINS BUT STILL SHOULD GET SOME RELIEF!

(15) 6-30-68 - SUBURBAN RALLY SEEKS TO DERAIL TRAIN PLAN.

DEVELOPER PULLS PLAN ON SENIOR LIVING PROJECT STATING

INCREASED RR TRAFFIC MAKES THE PROJECT "INCOMPATIBLE"

WITH RESIDENTIAL USE," CN SPOKESMAN KUCPARAB SAYS

CNR will contribute only 50% to construction of separator

YOUR INPUT IS IMPORTANT!

GRADE CROSSINGS

Name:	G	E	O	R	G	E	L	C	U	T	R	I	G	H	T	J	R												
Address:	3	0	0	7	C	A	R	O	L	I	N	E	D	R															
City:	J	O	L	I	E												State:	I	L	Zip:	6	0	4	3	5				

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(16) 7-26-08 - MOTORISTS TO PAY FREIGHT - REPORT, EMERGENCY RESPONSE ALSO AT RISK - THE CHICAGO TRIBUNE'S ARTICLES COVERING THE DRAFT REPORT BY STB - SUMMARY REPORT OF FINDINGS TO DATE WITH FINAL VERSION AFTER LOCAL MEETINGS FOR ADDITIONAL PUBLIC COMMENTS AND DESIGN BY THE 3 MEMBER BOARD IN EARLY '09. CONGRESSIONAL RESPONSES PLUS STATEMENT BY STB COMMISSIONER W DOUGLAS BUTTREY (POSITIVE) WERE INCLUDED. ^{FOR} OPPONENTS

17 8-6-08 - IN RAIL BID OVERPASS AID DOUBTED -
ARTICLE STATES THERE IS NO MONEY TO BUILD OVER/
UNDER PASSES AND EVEN IF IT WAS IT WOULD BE YEARS
BEFORE CONSTRUCTION COULD BEGIN AT ^{THE} 15 CROSSINGS. "THE
BOTTOM LINE IS WE'RE IN A MAINTENANCE MODE" "ONE
PLANNED OVERPASS AT BELMONT AVENUE IN DOWNERS GROVE,
HAS BEEN ON THE DRAWING BOARD FOR A DECADE, AND ITS
ESTIMATED COSTS HAVE RISEN FROM 36 MILLION TO 53 MILLION,"
(CONG) BIGGETT SAID.

(18) 8-7-08 - CN RAILROAD SAYS IT WILL TAKE LEGAL ACTION - UNSPECIFIED LEGAL ACTION TO FORCE 12-31-08 DECISION BY STB BEFORE END OF YEAR - STB WON'T COMMIT. THANK-YOU.

8-12-08 (19) MONSTER TRAINS COMING DOWN THE TRACKS - IF MGRGER
GOES THROUGHT. AVG TRAIN SIZE GOES FROM 2,600 FT TO 12,000
FT PER ON PRESENTATION TO ANALYSTS. NO FEDERAL LIMITS
YOUR INPUT IS IMPORTANT! ON LENGTH, WAITING IN MY

[illegible]

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TOWNSHIP (PLAINFIELD) WOULD GO FROM EVERY 2 HOURS TO EVERY 20 MINUTES, CN SPEED FOR PASSING CROSSINGS QUESTIONED BY FRANKFORD'S MAJOR HOLLAND BASED ON IL. COMMERCE COMMISSION'S OPERATION LIVESAVER DATA (ESTIMATES)

② 8-16-08 - CN SEEKS EARLY RAIL MERGER - CN RR DEMANDS DECISION BEFORE KEY ENVIRONMENTAL ANALYSIS IS COMPLETE. SENATOR DURBIN CALLED IT A "BRAZEN ATTEMPT TO STRONG ARM AN INDEPENDENT GOVERNMENT AGENCY." QUITE TROUBLING!

② 8-21-08 - OFFICIALS WORKING WITH CN ON RAIL PLAN - JOLIET OFFICIALS SIGN AGREEMENT WITH CN, IF MERGER IS APPROVED. IT WILL BE IN EFFECT.

(8-26-08) (22) CN READINGS DGAL WITH SOLICIT - IT ETC
PURCHASE IS OKD, - ADDITIONAL REPEATED INFO ON
AGREEMENT - START INFO - THOSE IN FAVOR OF MGRAGE
COVERED AS ARE OPPOSING VIEWPOINTS.

23 COUNCIL RAISES FINES FOR MINOR OFFENSES - INCLUDED BECAUSE IT SHOWS JOLIET IS SHORT ON REVENUE AS BOATS (CASINOS), ARE DOWN ON REVENUE AND THE CITY IS HAVING DIFFICULTIES WITH THEIR BUDGET, THIS EXPLAINS WHY JOLIET REALLY DIDN'T JOIN COALITION TO FIGHT MERGER OPTING TO LET CN PAY FOR IMPROVEMENTS, I DO NOT THINK THE COUNCIL IS FAIR TO ITS CITIZENS PROTECTING THEIR ENVIRONMENTAL ISSUES OF NOISE, AIR POLLUTION, ETC.

YOUR INPUT IS IMPORTANT! I LIVE IN PLAINFIELD TWP, NOT POLICE PROSECUTOR

[illegible]

Please check the public meeting you attended:

Matteson

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Barrington

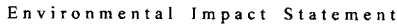
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(26) 6-12-08 BUILDERS TO PAY 4.3 MILLION IN FINES - INCLUDED FOR ITS ENTRY STATING THERE IS A NATIONWIDE CRACKDOWN BY EPA RE: CITIES CLEAN WATER ACT SO I'M ENCOURAGED THEIR HIGHTENED VIGILANCE FOR CLEAN WATER ASSURANCE WILL BE PART OF YOUR DECISION/CONSIDERATION, THANK-YOU,

(27) 6-19-08 - STORMS - CONCERNS WATERLOO, IA FLOODING IN 06/08, THIS IS INCLUDED AS IT TALKS ABOUT A FLOOD POLICY FORUM IN D.C. LAST FALL (07) WHERE OFFICIALS WARNED OF THREATS TO OUR ENVIRONMENT, I, AGAIN, AM PLEASED OUR GOVERNMENT IS ACTIVELY INVOLVED IN PROTECTING OUR CITIZENS AND OUR ENVIRONMENT,

LATE ARRIVING ARTICLE

(28) 9-28-08 - FOES OF CN'S PLAN FACE SETBACK AS NEW RAIL RULES FAIL IN D.C. THIS WAS THE EFFORT BY CONGRESSIONAL REPS IN ILLINOIS AND POSSIBLY INDIANA TO APPLY SAFETY AND ENVIRONMENTAL ASPECTS TO STB DECISIONS AND TO DO SO RETROACTIVELY, I AGREE WITH MR NOTTINGHAM THAT THAT WASN'T NECESSARY HERE AS BOTH OF THESE ISSUES ARE BEING ADDRESSED COMPREHENSIVELY IN THIS PROPOSED MERGER, THANKS AGAIN!

YOUR INPUT IS IMPORTANT!

Name:	G E O R G E	L	C U T R I G H T	J R												
Address:	3	0	0	7	C	A	R	O	L	I	N	E	D	R		
City:	J	O	L	I	E	T										
State:	I	L														
Zip:	6	0	4	3	5											

Please check the public meeting you attended:

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COMMENTS CONCERNING DRAFT EIS

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Date: 9-30-08

YOUR PUBLIC MEETING GUIDE STATES ON PAGE 16 THAT SEA WOULD RECEIVE AND "CONSIDER ALL COMMENTS IN PREPARING THE FINAL EIS, WHICH WILL INCLUDE RESPONSES TO ALL SUBSTANTIVE COMMENTS, SEA'S FINAL CONCLUSIONS ON POTENTIAL IMPACTS, AND SEA'S FINAL RECOMMENDATIONS." IT IS WITH THAT IN MIND I SUBMIT THE FOLLOWING INFORMATION, REFERRING THE PI ARTICLES AS NEEDED, AS I HIGHLIGHT SECTIONS OF THE DRAFT EIS ~~IF~~ I FEEL ARE RELEVANT TO ME AND OTHERS SIMILARLY AFFECTED.

From DRAFT EIS

~~SAFETY~~ PG 13 P 3 - THE INCREASE IN HAZARDOUS MATERIAL TRANSPORTATION FROM 2 TO 14 IS TOTALLY UNACCEPTABLE. OUR 100+ HOMES ARE ALL ON WELLS AND THE IMPACT TO OUR WETLAND IS TOO GREAT TO BE ALLOWED. I KNOW OF NO PARTICULAR ALTERNATIVE TO THIS SERIOUS PUBLIC SAFETY ISSUE.

TRANSPORTATION SYSTEMS - PGS 13+14 - PG 13 "SGA CONCLUDED THAT 15 CROSSINGS WOULD BE SUBSTANTIALLY AFFECTED" PG 14 SECOND TP "WORSE DELAYS COULD POTENTIALLY CAUSE A SERIOUS EFFECT ON EMERGENCY SERVICE RESPONSE TIMES, BASED ON THIS ANALYSIS, SGA CONCLUDED THAT, WITH MITIGATION, 11 FIRE AND EMERGENCY MEDICAL SERVICE NEAR THE ETC RAIL LINE WOULD POTENTIALLY EXPERIENCE SUBSTANTIAL EFFECTS AS A RESULT OF THE PROPOSED ACTION."

YOUR INPUT IS IMPORTANT!

[illegible]

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TRANSPORTATION SYSTEMS CONT - IN RESPONSE TO THESE ISSUES
I REFERENCE PI ARTICLE #17 DATED 8-6-08 WHICH SHOWS
NO STATE OR FEDERAL FUNDS ARE AVAILABLE AND EVEN IF
THAT WERE IT WOULD TAKE YEARS BEFORE ANY CONSTRUCTION
COULD BEGIN. IT ALSO SHOWS A PLANNED OVERPASS IN POWERS
GROVE HAS BEEN ON THE DRAWING BOARD FOR A DECADE, AND
ITS ESTIMATED COST HAS RISEN FROM 36 MILLION TO 53 MILLION.
CN WILLING TO ONLY COMMIT TO "CANADIAN NATIONAL HAS SET
ASIDE A POOL OF 40 MILLION FROM WHICH IT WILL CONTRIBUTE
50% TO THE CONSTRUCTION OF SEPARATED GRADE CROSSING". RR
SPOKESMAN JIM KUGOARAS SAID SUNDAY PER PI ARTICLE #15,
EVEN A PROMERGER GROUP, I BELIEVE IT IS START ASKED THEM
TO GO TO 150 MILLION BUT NO AGREEMENT BY CN.

IN SHORT, THIS ALONE SHOULD DENY CN'S REQUEST,
AS SHOWN IN PI 24 DATED 8-28-08 KAREN LAMBERT
PRESIDENT OF A BARRINGTON HOSPITAL SAID THE ADDITIONAL TRAIN
TRAFFIC WILL CAUSE AMBULANCE DELAYS. "THE PROPOSED ACTION
WILL COST LIVES," SHE SAID. "EMERGENCIES DEMAND URGENCY, NOT
DELAYED TREATMENT FOR CRITICAL PATIENTS."

SOCIOECONOMICS - PG 16 TP 3 "ALTHOUGH PROPERTY VALUES
ARE AFFECTED BY A MYRIAD OF FACTORS, SGA FOUND THAT SOME
HOME WITHIN 250 FEET OF A RAIL LINE WITH 20 ADDITIONAL
TRAINS COULD EXPERIENCE A DECREASE IN PROPERTY VALUES."

PI ARTICLE 19 DATED 8-12-08 - MONSTER TRAINS - SEE ES 6
YOUR INPUT IS IMPORTANT!

Name:	G E O R G E	L	C U T R I G H T	J R																
Address:	3 0 0 7		C A R O L I N E	D R																
City:	J O L I E T																State:	I L	Zip:	6 0 4 3 5

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IRREPERABLE HARM WILL COME TO MY PROPERTY AND TO ME, TOO. AT THE 9-11-08 MEETING I SPOKE TO MS. SERVINSKY OF HDR ABOUT THESE CONCERNS, SHE SAID OTHERS HAD COMMENTED ON PROXIMITY (CLOSENESS) TO TRACKS, I CANNOT IMAGINE ANYONE WISHING TO EVEN LOOK AT MY HOME IF THERE ARE 42+ TRAINS UP TO 12,000 (POSSIBLY LONGER LATER) PASSING AT ALL HOURS OF DAY AND NIGHT WITHIN 100 FEET OF YOUR BEDROOM. I, THEREFORE, ASKED ADRIANA IF IT COULD BE PROPOSED THAT CN BUY MY HOME AS THE MERGER WOULD MAKE IT VIRTUALLY UNLIVABLE AND UNABLE TO BE SOLD FOR ANY REASONABLE RETURN ON EQUITY OR REASONABLE LENGTH OF BEING ON THE MARKET. SHE SAID I COULD, THIS IS ENCOURAGING TO ME.

I, THEREFORE, IN CONFORMANCE WITH PUBLIC MEETING GUIDE PG 16 AFTER PRESENTING IMPACT ASSESSMENT, FINDING NO PARTICULAR ALTERNATIVE (WHEN WOULD CN EVER ADDRESS THIS ISSUE IF NOT NOW) AND SHOWING HOW THIS PROPOSED ACTION WOULD AFFECT ME, THIS IS MY PROPOSAL. REQUIRE CN BUY-ME OUT BASED ON WHATEVER FORMULA / PROCEDURE SEA USES FOR SUCH SITUATIONS. OTHERWISE, I'M DESTROYED AS TO ADVERSE SOCIOECONOMIC FACTORS. THIS IS TOTALLY INVOLUNTARY ON MY PART BUT MUST BE DONE. THE INTERSECTION OF ESSINGTON ROAD TO CJ&E TRACKS COULD EASILY BE A DROP-OFF FOR WORKERS AND, "IN TRANSIT" A NIGHTMARE, PLUS I DON'T SEE THEM DOING ANY VOLUNTARY MITIGATION, THEIR HISTORY
YOUR INPUT IS IMPORTANT! ^ SOUNDWALLS, ETC.

Name:	G E O R G E	L	C U T R I A H T	J R												
Address:	3	0	0	7	C	A	R	O	L	I	N	E	D	R		
City:	J	O	L	I	E	T										
State:	I	L														
Zip:	6	0	4	3	5											

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| ☐ Matteson | ☐ Mundelein | ☐ Barrington | ☐ Bartlett |
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BASED ON #14 DATED 5-27-08 AND SEVERAL STATEMENTS BY CN'S
PRESIDENT + CEO MR HARRISON IS THEY DON'T CARE, I DON'T
SEE ANY QUIET ZONES FOR MY SUBDIVISION EITHER AS THE
CROSSINGS AREN'T SEVERAL MILES APART,

NOISE AND VIBRATION - ES 18 - LIVING WITHIN THE
80' TO 210' AREA THE VIBRATIONS AND NOISE FOR ME AND
MY HOME AND OUTBUILDING WOULD BE ABOVE THE FTA THRESHOLDS,
GETTING A GOOD NIGHTS REST WOULD BE SERIOUSLY

COMPROMISED GIVEN PROXIMITY TO TRACKS, THEIR FREQUENCY,

WEIGHT AND LENGTH, ANOTHER ARGUMENT (REASON) TO

REQUIRE CN PURCHASE MY HOME OF 21 YEARS WHERE

I HAVE TRULY ENJOYED LIVING - GOOD NEIGHBORS, CLOSENESS TO

I-55 HWY - SHOPPING MALL, GROCERY, FAST FOOD + SIT-DOWN

DINING, 2 STATE POLICE, 3 DOORS DOWN, BOOKSTORE, TARGET

K-MART, LITTLE IF ANY CRIME ALL ADJACENT TO MY SUBDIVISION,

BIOLOGICAL RESOURCES: THERE IS A VERY ACTIVE SPRINGTIME LARGE
BIRD POPULATIONS WITHIN 75-80 FT. OF THE TRACKS, I AGREE, AND
AM SADDENED THAT THEY WOULD SUFFER HARM (ES 19)

WATER RESOURCES - AGAIN WERE ALL ON WELLS AND
RIGHTLY CONCERNED FOR OUR WATER SUPPLY, INCREASED SHIPMENTS
GREATER INCREASE FOR SPILLAGE (2 TO 14), I FEAR OUR
SMALL WETLAND WILL BE ONE OF THE 16 ACRES TO BE LOST,

THAT IS DAMAGE TO WETLANDS SO I DON'T SEE HOW YOU
CAN SAY ON ES 20 4TH "ALTHOUGH THE CHANGE IN RAIL OPERATIONS

YOUR INPUT IS IMPORTANT! (PLEASE SEE ARTICLES 25-27 REGARDING EPA ACTIONS ENFORCEMENT)

Name: GEORGE L CUTRIGHT JR
Address: 3007 CAROLINE DR
City: JOLIET State: IL Zip: 60435

Thank
you.

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THAT WOULD RESULT FROM THE PROPOSED ACTION WOULD NOT AFFECT WETLANDS, (??) IS THIS IN ERROR - BOOKLET SAYS WE CAN PRESENT POSSIBLE MISTAKES IN DRAFTIES, AIR QUALITY ~~331~~ VM 441 - CN HAS SHOWN NO RECORD TO THOSE AFFECTED BY LACK OF GOOD AIR. SEE PI #14 5-27-08

BASICALLY THE ENTIRE ARTICLE,

NOISE + VIBRATION - SEE ES31 - THEY HAVE A HISTORY OF NOT Caring NOR ANY WILLINGNESS TO PAY FOR ANYTHING, MUCKING US AT THEIR SHAREHOLDERS MEETING AND DURING OTHER INTERVIEWS AS I'VE DESCRIBED EARLIER.

ES 40 - ~~T~~TRANSPORTATION SYSTEMS - 15 GRADE SEPARATIONS
REQUIRED - SEE ^{PI}ARTICLE #17 DATED 8-6-08 - ES 44.

EMERGENCY RESPONSE - 11 EMERGENCY SERVICE PROVIDERS
LISTED - AGAIN SEE PI ARTICLE #17 DATED 8-6-08, NO

MONEY TO MITIGATE DAMAGE CAUSED BY MERGER IF APPROVED.

ES-341 - STATES" HOWEVER, SEA NOTES THAT EVEN WITH MITIGATION, THE PROPOSED ACTION WOULD STILL HAVE ADVERSE ENVIRONMENTAL EFFORTS THAT COULD NOT BE FULLY MITIGATED, FOR EXAMPLE, HORN NOISE (THE CROSSINGS AT DIVISION (16TH ST) AND ESSINGTON ARE RELATIVELY CLOSE SO YOU HEAR THEM BLOW FOR BOTH CROSSINGS ALL WITHIN 90 SECONDS OR SO (LESS). VERY MUCH OF A PROBLEM IF 2 MILE TRAINS COME ON THE TRACKS VIA A MERGER,

YOUR INPUT IS IMPORTANT!

G	E	O	R	G		L	C	U	T	R	I	G	H	T	J	R													
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J	O	L	I	E	T																								
																		State: IL						Zip: 60435					

3007 CAROLINE DR

$$TOL \in T$$

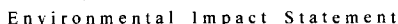
17	
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Please check the public meeting you attended:

Bartlett

Joliet



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ES 53 - MONITORING AND ENFORCEMENT #71 - POSSIBLY I'M TOO SKEPTICAL BUT GIVEN ALL PROJECTED INCREASES IN POPULATION IN THE AREAS INVOLVED IN THIS PROPOSED MERGER AND GIVEN CN'S POOR RECORD OF RESPONSIVENESS TO CITIZENS, GOVERNMENT ENTITIES, ETC, I WOULD SUGGEST THAT "AS WELL AS A PERIOD COVERING THE FIRST THREE YEARS OF OPERATIONAL CHANGES" BE ADJUSTED TO AT LEAST SIX YEARS.

SUMMATION:

I'VE BEEN CLOSELY FOLLOWING THIS ISSUE SINCE JANUARY. THE ARTICLES PRESENTED REPRESENT A LITTLE LESS THAN HALF OF THOSE COLLECTED. THOSE NOT USED WERE ABOUT TOWNS & VILLAGES JOINING COALITIONS TO PROTEST PROPOSED MERGER, LETTERS TO THE EDITOR WHICH WERE DUPLICATES AS FAR AS GENERAL CONCERNS, ETC. I HOPE THOSE SUBMITTED WILL HELP ESTABLISH THE BASIS FOR MY OPPOSITION OF THIS PROPOSED ACTION AND ALSO THAT MY SUGGESTIONS/REQUESTS ARE RELEVANT, HELPFUL, AND WILL RECEIVE SERIOUS CONSIDERATION AS PROMISED ON PAGE 16 OF THE PUBLIC MEETING GUIDE. THANK-YOU IN ADVANCE OF YOUR EFFORTS IN MY/OUR NEIGHBORHOOD'S EFFORT TO STOP THIS PROPOSED ACTION.

TWO OR THREE DAYS AFTER THE 9-11-08 MEETING

YOUR INPUT IS IMPORTANT!

[illegible]

Please check the public meeting you attended:

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Chicago

Mundelein

Aurora

Barrington

Gary

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I WAS DELIVERING RESPONSE SHEETS TO MY NEIGHBOR'S
ACROSS THE STREET. THEY WERE DONE THE WEEK OF
THE MEETING. THE LADY STATED SOMETHING I THOUGHT
WAS VERY MUCH CORRECT IN SUMMING UP THE SUBDIVISION'S
VIEW ON THE MERGER. SHE SAID THEY ARE SCARED AND
FEEL HELPLESS AND HOPELESS. ALSO, THAT THEY CANNOT
IMAGINE 2 MILE TRAINS WITH DAILY VOLUMES OVER
40. MANY, MANY RESIDENT HAVE BEEN HERE SINCE THE
EARLY TO MID 1960'S. THEY ARE IN THEIR FINAL
RESIDENTIAL HOUSE. I'VE TRIED TO GET PEOPLE INVOLVED
BY DISTRIBUTING MATERIALS, PICKING UP AND FAXING RESPONSES
LAST WINTER BUT NOT MUCH THIS TIME AROUND WHICH IS SAD.
PROBABLY IT'S NOT USUAL TO RECEIVE SO MANY
PAGES OF COMMENTS. I APOLOGIZE FOR THE VOLUME,
HOWEVER, I HAVE MY REASONS. AFTER I SPOKE TO MY
NEIGHBOR AND CONSIDERED HER STATEMENTS I BEGAN A
CONSCIOUS EFFORT TO ENVISION 40+ TRAINS DAILY ON THE
TRACKS AND I CAME AWAY KNOWING I MUST DO MY
BEST TO SPEAK FOR OTHERS, TOO. I DESERVE NO CREDIT
AS I KNOW THEY WOULD DO THE SAME FOR ME IF IN
MY SHOES. THEY ARE GOOD PEOPLE. I ALSO SAW THE MERGER
MITIGATION MUST INCLUDE PROVISION FOR ME TO INVOLUNTARILY
MOVE IF THE MERGER GOES THROUGH. THE CITY OF CHICAGO
AND NEARBY COMMUNITIES ARE FORMIDABLE. WE ANXIOUSLY AWAIT
YOUR INPUT IS IMPORTANT!

YOUR DECISIONS, George L. Cutright Jr.

Name:	G	E	O	R	G	E	L	C	U	T	R	I	G	H	T	J	R																		
Address:	3	0	0	7		C	A	R	O	L	I	N	E	D	R																				
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Please check the public meeting you attended:

Matteson

Mundelein

Barrington

Bartlett

Chicago

Aurora

Gary

Joliet

Many concerns surround rail deal

This is in response to "Crossings could be component of rail deal; Canadian National chief says company will share costs if EJ&E line sale OK'd" (Metro, Feb. 13). The article quoted Canadian National President E. Hunter Harrison as willing to pay the company's "fair share" of mitigation expenses.

What exactly does that mean?

If this acquisition is approved, it will have a detrimental impact on dozens of communities, including increased congestion, negative environmental impacts, decrease in property values, loss of business and, most important, it will jeopardize public safety.

While CN likes to boast that many communities will benefit by seeing a decrease in train traffic, the fact is the same amount of freight will

be back on those lines in less than three years as other railroads fill that vacated capacity.

CN plans to pay \$300 million to purchase EJ&E pending approval from the Surface Transportation Board. In the article Harrison says when referring to paying for needed grade separations that the "bulk of the cost would have to come from the federal and state governments."

Why is a foreign company pledging our federal and state taxpayer dollars to pay for mitigation expenses that it will cause? Are American citizens supposed to fund a welfare system for foreign companies?

CN is choosing to engage in this acquisition because it stands to make millions of dollars—so much, in fact, that the \$300 million cost of

the transaction with U.S. Steel will be paid for in one operating year just by projected increased revenues alone. In contrast, it would like to have American taxpayers foot the bill for infrastructure improvements for years to come.

If this travesty of a deal can't be stopped because there are no American laws that can protect American communities from foreign corporate interests, then CN should pay for the total cost of building infrastructure that will help to ease the economic, environmental, safety and traffic concerns of impacted communities.

—Bruce Sauer
President

North Barrington
Member

Coalition of Barrington
Communities Against
CN Rail Congestion

Lawmakers rip rail freight plan

Durbin and Bean seeking answers from Canadian National

By Richard Wronski
TRIBUNE REPORTER

The Canadian National Railway's plan to divert freight traffic around Chicago's congested rail corridor will have a negative impact on many communities and could jeopardize Amtrak and expanded Metra service, Sen. Dick Durbin and Rep. Melissa Bean warned.

The Illinois Democrats blasted the railroad in a letter Thursday for failing to show "a willingness to meet the needs of the communities" where dozens of freight trains a day will be shifted in order to bypass clogged rail lines in the city.

The Canadian National also needs to provide concrete solutions on such issues

as the construction and funding of new rail overpasses and the long-term impact of freight traffic growth on the region, the lawmakers said.

The letter marks the first time Durbin has joined Bean and opponents of the railroad proposal. The senator had raised concerns about the plan. Durbin is the No. 2 Democrat in the Senate and a member of the Transportation Appropriations Subcommittee.

The lawmakers called on Canadian National President and CEO E. Hunter Harrison to meet with them and answer questions about the railroad's proposed \$300 million purchase of the lightly used Elgin, Joliet & Eastern Railway. The line arcs around the Chicago area from Waukegan to Joliet to Gary.

The Canadian National maintains that bypassing the congested Chicago freight yards will benefit northeastern Illinois in particular and

the nation's commerce in general.

But in their letter, the legislators said the railroad "has not demonstrated a willingness to meet the needs of the communities along the EJ&E, provide long-term commitments to the region, or guarantee full cooperation with the proposed STAR Line and current Amtrak service, which leads us to oppose the acquisition as it stands today." Metra's proposed STAR Line would be the nation's first suburb-to-suburb commuter rail service.

In a statement Thursday, the Canadian National said its officials are willing to hold further meetings with Durbin and Bean, and with affected communities to "work toward a successful resolution that benefits the Chicago region and our nation as a whole."

Durbin and Bean pointed out that the EJ&E has nearly 140 grade crossings along its

198-mile route, but that Harrison told the Tribune on Feb. 13 that the railroad was only willing to pay a portion of the cost to build "three or four" new underpasses or overpasses.

Taxpayers should not be asked to support a railroad's business transaction by paying millions for overpasses, Bean said Thursday. "That doesn't sound like a fair share to me," she said.

Many suburbs along the EJ&E, particularly Barrington, object to a projected quadrupling of freight trains coming through their communities.

Durbin said Canadian National needed to provide specific commitments to Amtrak and Metra before the Surface Transportation Board decides whether to approve the EJ&E purchase, a decision railroad officials hope will come by the end of the year.

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CHICAGO TRIBUNE 3-6-08 (3)
Rail boss won't budge on deal

By Richard Wronski
TRIBUNE REPORTER

Despite pressure from Sen. Dick Durbin and Rep. Melissa Bean during a meeting Wednesday, the Canadian National Railway's top executive offered no new concessions to allay fears about plans to quadruple the number of freight trains running through dozens of suburban communities, the lawmakers said.

Canadian National President and Chief Executive Officer E. Hunter Harrison declined to make any new commitments regarding new overpasses at rail crossings or guarantees to Amtrak and Metra for track use, the Illinois Democrats said after the meeting in Washington.

"Mr. Harrison was very courteous, but offered us nothing," Durbin said.

Durbin and Bean called for the meeting in response to concerns raised by suburbs along the Elgin, Joliet & Eastern Railroad line, which forms a 198-mile arc around Chicago. Canadian National wants to buy the EJ&E for \$300 million so it

can reroute freight trains that now run through the clogged Chicago corridor.

In a statement, the railroad said it "is committed to reaching a fair and reasonable resolution to issues related to CN's plan to buy the majority of the EJ&E. ... CN is committed to keeping the dialogue open in order to resolve issues."

But Durbin said there was a "lack of any commitment" on Canadian National's part. "This leaves the future of Illinois Amtrak service and Metra's STAR Line in danger. And many Illinois communities and commuters stand to lose if this deal goes through as proposed."

Bean added: "Mr. Harrison presented why this transaction is good for their business model, but he continues to show indifference to the burden on the suburban communities throughout Illinois in terms of increased traffic, safety issues, quality of life, and the undue tax burden associated with supporting this private transaction."

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CHICAGO TRIBUNE 3-14-08
Protecting land (4)

There have been several occasions during my 13-year tenure as president of the Forest Preserve District of DuPage County's Board of Commissioners when public and private agencies have turned to the district to satisfy their land needs. The most recent such request comes from the Canadian National Railway Co., which desires to purchase approximately one acre at Pratt's Wayne Woods Forest Preserve in Wayne as part of its planned acquisition of the Elgin, Joliet & Eastern Railroad lines.

My response to this proposal is no different than it has been to others like it: The Forest Preserve District of DuPage County is not a land bank for anybody, not for school districts or municipalities and certainly not for the railroads. In fact, I firmly believe that the benefits provided by the district's 25,000 acres of open space are of equal value to any public service, utility, freight or transportation corridor. Forest preserves provide a sense of community and instill a sense of peace. They protect valuable natural areas, protect wildlife and waterfowl, purify the air, buffer noise and provide valuable learning experiences for visitors of all ages. They reduce traffic congestion and increase property values.

The legislation passed in 1913 that enables the creation of forest preserve districts in Illinois is a clear mandate that gives the authority to acquire and hold lands, not to sell or swap them. Furthermore, the Canadian National Railway Co. does not have legal authority to condemn district-owned property. I can assure you that as long as I am president, the forest preserve district will continue to serve the best interests of its residents by protecting the open spaces in DuPage.

—D. "Dewey" Pierotti Jr.
President, Forest
Preserve District
of DuPage County

CANADIAN NATIONAL PURCHASE CN SAYS IT'S GOOD WE ASK,



CN claims there is a "Reg

MYTH 1: CN says that 80 Chicagoland communities will bene

FACT 1: Those 80 communities -- and their elected officials --
lived -- maybe three years at best.

• CN won't guarantee to those communities -- as a conditi

ONAL RAILWAY'S OF THE EJ&E

③

OD FOR ILLINOIS "HOW?"



onal Benefit" to its plan:

t by seeing far fewer freight trains. But ...

~~ave been misled.~~ Any freight traffic decrease will be short-

1 of regulatory approval – that the tracks it vacates will not be

utilized in the future by it or another railroad.

- CN's CEO has stated that its move off the line will "create use as soon as CN moves on."

5C

So, this benefits the region how?

MYTH 2: CN says this move won't hurt CREATE – the public congestion in the greater Chicagoland area. But...

FACT 2: CN is trying to create a second major regional freight create safety-related infrastructure improvements along its 198-

- If the federal and state governments don't have the funds expect them to have funds available to make the EJ&E

So, this benefits the region how?

MYTH 3: CN says that it plans to pay its "fair share" of mitigating creating in dozens of communities along the EJ&E. But...

FACT 3: CN won't "show us the money!"

- In fact, CN admits that it is only willing to invest \$30 to fix the problem, insisting that the "bulk of the cost
- With 133 grade-level crossings along the EJ&E, the cost billions of dollars.
- CN – a foreign corporation with \$2 billion in annual profits we need to pay for the mess that it is creating!

So, this benefits the region how?

MYTH 4: CN says this deal "will help promote economic growth

FACT 4: CN is only interested in its own bottom line and creating northern Illinois economy one bit.

- Much of the freight CN plans to send down the EJ&E. These trains will use Chicago as a pass through – no jobs economic benefits accrue to this region. In fact, CN a transaction.
- The 198-mile EJ&E runs through dozens of "bedroom foundation to the greater Chicagoland economy. Many attract people to the idea of living and working in the continuously gridlocked as CN makes the EJ&E its "T

So, this benefits the region how?

We are not opposed to the free flow of commerce weighed against a bunch

**If this deal isn't approved, it won't
It just means they won't**

We need to stop this

www.FightRa

more capacity." He means capacity that other railroads can

private rail partnership meant to reduce freight traffic

corridor that will need a massive federal/state investment to
span.

available to build the CREATE infrastructure, why should we
for the millions of cars and people that must cross it daily?

on costs associated with fixing the safety-related problems it is

40 million – an equivalent of about 7 days in annual profits –
ould have to come from federal and state governments."

of these grade separations will be astronomical – into the

fits -- is trying to convince American and Illinois taxpayers that

yth across the Region." But...

ing a competitive advantage. This deal won't benefit the

Intermodal traffic from the Port of Prince Rupert in Canada. --
bs will be created or maintained at regional rail yards, so no --
mits that over 100 jobs in the region will be lost as a result of this

communities" that are home to the people who are the economic
provide the residential neighborhoods and quality schools that
reater metropolitan area. The flow of commuter traffic will be
terstate 294" of freight traffic.

ce, but the real costs to Illinois residents need to be
of phony "regional benefits."

t mean that goods won't get to market.
t get there a few hours faster.

s deal before it's too late!

ilCongestion.com

Railway should finance overpasses, foes urge ^②

By Richard Wronski
TRIBUNE REPORTER

CHICAGO
TRIBUNE
3-5-08

The Canadian National Railway Co. should pay the entire cost of building overpasses to eliminate blocked crossings in the suburbs along the rail line it wants to buy, opponents of the deal said Tuesday.

Even if it takes billions of dollars for dozens of overpasses, Canadian National should be required to put up all the money because the Montreal-based railroad would be the prime beneficiary, leaders of Barrington Communities Against CN Rail Congestion said at a meeting with the Tribune's editorial board.

For a railroad that earned more than \$2 billion in profits last year, building grade separations as needed along the 198-mile Elgin, Joliet & Eastern Railroad is "the cost of doing business," said Bruce Sauer, village president of North Barrington.

Canadian National seeks the federal Surface Transportation Board's approval of its \$300 million

bid to buy the EJ&E, which runs in an arc from Waukegan to Joliet to Gary. Canadian National freight trains would use the line to bypass congested tracks in Chicago.

Canadian National said in a statement Tuesday that it is "committed to reaching a reasonable balance between the need for a strong national rail system and appropriate mitigation of local issues. While taking into account community concerns, solutions should support regional and national priorities as well."

The City of Chicago and many close-in suburbs support the purchase, which the railroad says would unblock 180 crossings and ease freight congestion. But towns along the EJ&E from Mundelein to Joliet to Park Forest are raising objections. Barrington opponents have been the most vocal.

The EJ&E has 133 vehicle crossings along its route. Members of the Barrington coalition estimate there are 30 points where overpasses could be needed because of blockages from increased freight train



Tribune photo by Bonnie Traflet

Suzanne Devane (right) of HD Resources Ltd. joins other opponents of Canadian National Railway's proposed purchase of the Elgin, Joliet & Eastern Railroad at a meeting of the Tribune's editorial board Tuesday.

traffic.

Typically, the state and federal governments provide the bulk of the funding for grade separations, which can easily run \$50 million apiece.

Canadian National President E. Hunter Harrison has said the railroad would be willing to pay its "fair share" for three or four crossings,

but that the state and federal governments should fund most of the cost.

Under its plan to use the EJ&E, Canadian National said its trains would pass through 25 percent fewer crossings at nearly 45 m.p.h., minimizing driving delays, saving fuel and reducing pollution.

rwronski@tribune.com

3-10-08



Tribune photo by David Trotman-Wilkins

Drivers wait for a freight train to pass.

Rumbling you hear is haggling over more freight trains

If dozens of freight trains were blasting through your neighborhood every day, you'd probably complain too.

And so, folks in a ring of outer suburbs, from Waukegan, down through Barrington, Elgin and Joliet, and over to Gary, are beefing about a proposal to turn an underused railroad bypass around Chicago into something of a freight superhighway. But in the usual game of winners and losers, Chicago and inner suburbs are cheering because they see the plan as deliverance from the same trains that now rumble through their neighborhoods.

The project also has broader implications for the region's economic health and its pre-eminence as the nation's transportation hub. This could turn into a contentious and important regional fight.

Under the bypass proposal, Canadian National Railway would buy the 198-mile Elgin, Joliet and Eastern Railway Co. for about \$300 million. It would spend another \$100 million on upgrades to allow roughly 20 trains a day—compared with



Dennis
Byrne

today's four or so—to avoid the delays caused by wending through the city's maze of freight yards, switches and crossovers. Chicago's railroad pioneers as far back as the 19th Century knew that they had created problems when they made Chicago the nation's rail hub, with lines from all over the country terminating here but few passing around. So a group of 21 railroads in 1888

built the EJ&E railroad as a bypass.

After the CN and the EJ&E announced the planned buyout in September, communities along the route began mobilizing in protest of the noise, pollution, traffic backups at grade crossings and other blights. A group called Barrington Communities Against CN Rail Congestion wants the railroad to pay for building viaducts—at a cost of \$1.5 billion—at 30 of the

line's 133 grade crossings. The railroad says it would contribute its "fair share" for three or four bridges, but that state and federal taxpayers should pay most.

DuPage County won't sell an acre of its forest preserve land the CN says it needs for switching improvements. Metra wants to know how the project will affect its long-planned construction of suburb-to-suburb commuter service along the EJ&E route and whether its service on existing lines that cross the EJ&E route will be hurt.

Further, would the plan affect CREATE?

That's an ongoing \$1.5 billion public-private partnership designed to speed freight and passenger trains through Chicago, instead of around it. The partnership also would build new viaducts to eliminate the unnerving traffic delays at 25 of its 180 grade crossings. The railroads' share of the six-year project is about \$212 million; the rest is supposed to be the government's. But Chicago Metropolis 2020, a leading civic group, notes that assured project funding is short by about \$1.2 billion, and at its current pace, CREATE won't be done for at least 25 years. Notably, CN's bypass plans are not limited by similar constraints because the railroad will fund the entire project. (??)

So, here come more questions. Will the new bypass threaten prospective funding for CREATE? Will the railroads funding CREATE have full interchange access to the bypass? Will the bypass have unimpeded access to existing and new "intermodal" yards on the South Side where freight containers are swapped between trucks and rail cars? Maybe it's not a sign of things to come, but a CN spokesman said other railroads could not become a part of the bypass deal.

Answers will come from the U.S. Surface Transportation Board, a regulatory agency that reviews proposed mergers and settles railroad disputes, but only after an environmental impact study is completed, which could take three years.

As dry as these issues sound, the stakes—in terms of employment and the region's economy—are high. Edward Hamberger, head of the Association of American Railroads, notes that one-third of America's rail and truck cargo moves to, from or through the Chicago area.

"Chicago is by far the busiest rail freight gateway in the United States," he said in a statement, "[handling] more than 37,500 rail freight cars every day. Twenty years from now that's expected to increase to 67,000 cars a day."

As usual, the temptation is to paint the issues as black and white. Instead, it is a classic example of how making public policy is difficult because it requires compromise. Someone's going to hear more train whistles, others fewer. The CN may have to become more attuned to its impact on families; impacted communities may have to moderate their demands. But with the prospect that rail traffic must double here in 25 years, it's suicide for us to view this as the usual zero-sum game.

Dennis Byrne is a Chicago-area writer and consultant. <http://dennisbyrne.blogspot.net>

Canadian National's Chicago plan

KEY:

- SOURCE: ON
TRIBUNE GRAPHIC

PLEASE SEE **RAIL** » PAGE 8

» RAIL

CONTINUED FROM PAGE 1

regulates the nation's railroads, first gave Canadian National a small victory in agreeing to consider the acquisition as a minor transaction. But the board also said it wanted an environmental impact study completed before making its decision, and a ruling is not expected until near year's end.

Monday night, while Harrison was presenting his case to a private dinner of more than 100 guests, a coalition of opposition community groups was printing 500 copies of a letter that it hopes to distribute to shareholders entering the annual meeting at the Peninsula Hotel.

After overseeing a railroad network that stretches some 20,300 miles in 16 U.S. states and eight Canadian provinces, one that reported annual earnings last year of almost \$2.16 billion Canadian, Harrison admits the controversy over a 198-mile stretch of track caught his company off-guard.

"We certainly didn't anticipate the scope of the opposition," he said Monday. "I lived in the western suburbs for 20 years. I had a lot of people I called friends until this."

The importance of the U.S. to Canadian National has grown significantly since the railroad bought the Illinois Central Railroad in 1999 and Wisconsin Central Railroad in 2001. Not only does Canadian National generate more than half its revenue from shipments to or within the U.S., but half of its shareholder base also is there, including its largest investor, Microsoft's Bill Gates.

Owning the EJ&E, which stretches from Waukegan around to Joliet and over to Gary, would make Canadian National more attractive to shippers because the railroad could speed freight faster through the area by re-routing it through the suburbs. It now can take up to 30 hours to move a train from one side of Chicago to another, Canadian National said.

The rail line also is critical to the growth of an intermodal facility Canadian National opened last year in Prince Rupert, British Columbia, which is designed to give shippers a path from Asia into the United States that is less congested than the overcrowded ports of Los Angeles and Long Beach, Calif. More than three-quarters of the cargo that passes through Prince Rupert is headed to or coming from Ca-

nadian National's U.S. hubs like Chicago and Memphis.

"What shippers are looking for is an alternative," said Lee Klaskow, a senior research analyst at Longbow Research. "They want their goods to get into the U.S. and they don't want any hang-up."

While the deal would unblock 180 crossings used by Canadian National in Chicago and close-in suburbs, it would add to the traffic at 133 crossings. If issues with communities can't be worked out, and the Surface Transportation Board's requirements are onerous, Harrison said he will kill the deal, route shipments elsewhere and not make the substantial investments that are planned in Canadian National's facilities in south suburban Homewood and Markham. But he's not ready to walk away from the deal yet.

The transaction is likely to be the last chapter in a 44-year career for Harrison, who has a contract until the end of next year, when he turns 65. The Memphis native started in the industry in the mid-1960s, literally learning the business from the ground up. His first job was as a carman-iller, which meant he crawled under-

neath cars to squirt oil in all the right places.

Several railroad jobs later, he joined the Illinois Central in 1989 and began making his mark in the industry for his efforts to enforce "precision railroading," which meant running freight trains on a schedule, much as passenger trains always have operated. By 1993, he was the president and CEO of the railroad.

Five years later, when Canadian National acquired Illinois Central, he joined the company as an executive vice president and chief operating officer. He has served as president and CEO since January 2003.

CN's financial performance "has been among the best in the industry since 1999," said Ann Heffron, a Zacks Equity Research analyst, in a note to clients.

Harrison doesn't understand the argument of foes who want access to goods but don't want trucks on their roads or freight trains at crossings slowing down vehicular traffic.

"Where do people want the business to go?" Harrison said. "The rails built this country. The rails have helped build communities. Now they say, 'We want to be a bedroom community. We want you out of here.'"

BA

Railway opponents align forces

Suburbs fighting plan to boost freight traffic

By Richard Wronski

TRIBUNE REPORTER

Suburban leaders fighting the Canadian National Railway's plan to boost freight train traffic through their communities bolstered their ranks Tuesday and called on Congress to force the railroad to pay to lessen the trains' impact or else help stop the deal.

Several more suburbs, including Aurora, Naperville and Plainfield, joined a coalition of Barrington-area communities to fight Canadian National's plans to divert freight trains through the outlying suburbs.

The suburbs formed an organization called The Regional Answer to Canadian National, or TRAC, and are kicking in \$10,000 to \$20,000 each to wage the battle.

Opponents rallied Tuesday at the Dirksen Federal Plaza in Chicago to coincide with a meeting of Canadian National shareholders at the Peninsula Hotel. Opponents attempted to deliver a letter outlining their stance to shareholders but were rebuffed by security.

Inside the meeting, railroad President and CEO E. Hunter Harrison said if the railroad's planned expansion is blocked, Chicago's standing as rail capital of North America would be threatened, jobs would be lost and the area's economy would be hurt.

Canadian National seeks federal approval of its \$300 million purchase of the Elgin, Joliet & Eastern Railway's 198-mile arc of tracks around Chicago. It would use the tracks to bypass Chicago's congested rail hub, and speed freight movement



Tribune photo by Nancy Stone

Suzanne Devane of the Barrington Coalition Against CN steadies a sign in the wind as opponents of Canadian National Railway speak Tuesday at the Dirksen Federal Plaza in Chicago.

across the country.

Chicago and many closer-in suburbs, such as Buffalo Grove, Des Plaines and La Grange, back the plan, saying they will see fewer freight trains and blocked crossings.

But Aurora Mayor Tom Weisner said Canadian National is trying to "shove this project down our throat" and is unwilling to pay enough of the

cost of mitigating the project's effects, including building overpasses, where the number of trains will increase.

"In the final analysis, the CN will enhance their profits nicely and hand the bills for all necessary improvements and infrastructure not only to taxpayers of Aurora and the other localities, but to the taxpayers of the state and the nation," Weisner

said.

At the shareholders meeting, Harrison derided opponents for having a "not-in-my-back-yard" attitude toward the proposal.

"Maybe some of the citizens in the western suburbs will have to learn to deal with change," Harrison said.

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VERY POOR ATTITUDE

Agency OKs broad study of freight train rerouting

By Richard Wronski
TRIBUNE REPORTER

CHICAGO TRIBUNE
4-26-08
The Chicago Metropolitan Agency for Planning agreed the five-year period was preferable to Canadian National's timetable, but the agency had wanted a 10-year study, spokesman Tom Garritano said.

The U.S. Surface Transportation Board announced Friday it will study a wide range of safety and environmental concerns prompted by Canadian National Railway's plan to divert its freight traffic around Chicago and through outlying suburbs.

The board also said its environmental impact study would cover a period up to 2015, which is three years longer than Canadian National had wanted. The decision bolstered the hopes of suburban opponents of Canadian National's plans, though they had wanted the study to cover a period up to 2035.

Canadian National said Friday it would need time to study the decision.

Among the issues to be included in the analysis will be the effect that a tripling or quadrupling of rail traffic would have on dozens of suburbs along the Elgin, Joliet & Eastern Railroad.

Canadian National needs the board's approval for its \$300 mil-

PLEASE SEE **TRAINS** » PAGE 23

TRAINS

CONTINUED FROM PAGE 22

Non-diversion of EJ&E's 198 miles of tracks from Waukegan to Joliet in Northern Indiana. Canadian National plans to bypass Chicago's congested rail hub and speed freight movement across the country.

On Friday, the board outlined 15 areas to be included in the final scope of the environmental impact study into the acquisition. The analysis will be conducted by the board's staff.

A third issue involves

mitigation, or ways to lessen the effect of increased train traffic on communities, by means such as constructing underpasses. This is a point of contention between the railway and many suburbs.

In a statement, the board's acting secretary, Anne Quinlan, said the board will consider the study's mitigation recommendation in deciding whether to grant Canadian National's proposal, or grant it with environmental conditions.

But, she said, "Voluntary mitigation and mutually acceptable negotiated agree-

ments can result in cost-sharing to allow completion of very costly measures, such as grade-separated crossings, which primarily benefit the community rather than the railroad, and thus are typically funded primarily by entities other than the railroad."

The study will analyze safety at grade crossings, hazardous materials transportation, the effects on existing and proposed Metra lines and Amtrak service, and energy and fuel use.

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Cutting down on commuter gridlock

As local elected officials united in opposition to Canadian National Railway's proposed acquisition of the EJ&E rail line, we are disappointed at an April 24 Tribune editorial in support of this plan.

The Tribune says that our demands for CN to underwrite the \$3 billion price tag for fixing these gridlock problems are "unreasonable and unprecedented."

We say it's time to start a new precedent.

CN, a foreign corporation, is the sole regional beneficiary of this plan and it has the wherewithal to finance all mitigation costs. Over the last several years, CN has averaged about \$2 billion in profits on \$8 billion in revenues.

Our society recognizes the idea that when someone commits an injury, he or she needs to make it right. It is not unreasonable that we expect CN, as the instigator of the harm it is creating in the region, to remedy the

problem.

The Chicago Tribune dislikes the idea of "freight gridlock" but overlooks the inevitable commuter gridlock this deal will cause. Roads that currently have anywhere from 10,000 to 50,000 cars crossing the EJ&E will see hours of traffic tie-ups every day as a result of this freight onslaught.

To address commuter gridlock, many suburban communities are looking to the construction of the Metra Star line as it promises to divert commuter traffic by enabling people to travel on public transit from suburb to suburb. As we see it, the Star line is doomed by this deal.

Additionally, current Metra operations will be disrupted when commuter trains across the region are repeatedly blocked by CN's freight trains.

The region's answer to freight gridlock is CREATE, a public/private partnership that was the result of careful

planning between the railroads, the City of Chicago and the State of Illinois. CREATE is an insightful multiyear plan that addresses regional gridlock problems; however, our state and federal leaders failed to secure public funds necessary to seal the deal with the railroads.

If CN is not required to pay for mitigation costs, the EJ&E will become another major freight corridor in need of huge infrastructure investments to make it bearable in the communities the line runs through. If public dollars aren't available to fund CREATE, why does the Tribune think the money will be available to fix necessary mitigation in our communities?

—Karen Darch
President
Village of Barrington
Member
Regional Answer
to Canadian National
and Barrington Communities
Against CN Rail Congestion

Obama opposes railway project (12)

CHICAGO TRIBUNE
Suburban train traffic,
cost at issue, he says
5-20-08

Illinois Sen. Barack Obama has come out strongly against the Canadian National Railway Co.'s \$300 million purchase of the Elgin, Joliet & Eastern Railway.

Obama is "concerned about the potential hardships for communities associated with increased freight traffic," on the 198-mile EJ&E line, he said in a letter to Barrington President Karen Darch released Monday.

The line runs in an arc of outlying suburbs including Waukegan, Aurora, Naperville and Joliet.

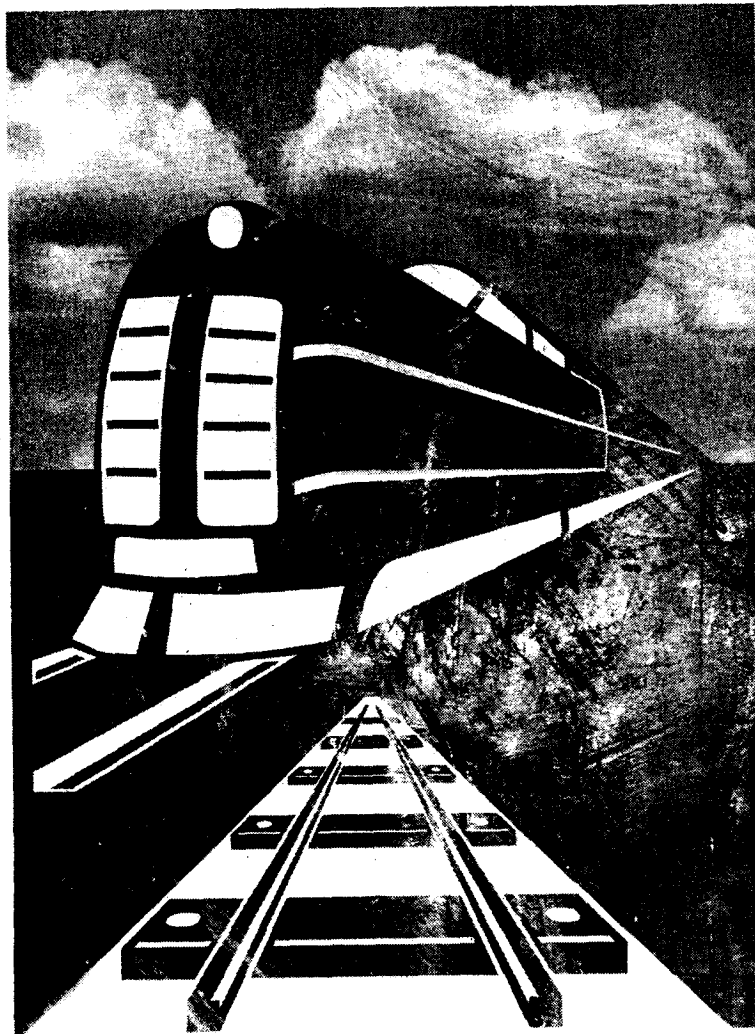
Adding his voice in opposition to that of Sen. Dick Durbin and other members of Congress, the Democratic presidential candidate cited the impact that increased freight trains will have on traffic and on emergency responders. There are more than 130 at-grade crossings along the rail line.

"Cities... along the EJ&E line must be assured that their commerce and their

safety are not imperiled by slow-moving trains that could be as much as 2 miles in length," Obama wrote.

The purchase awaits federal approval. A key point of contention is who will pay for billions of dollars' worth of underpasses, sound walls and other measures to mitigate the effects of tripling or quadrupling freight traffic.

These costs, Obama said, should be "largely borne by the CN." The railway contends governments should pay most costs and offered \$40 million as its "fair share."



Tribune illustration by Mike Miner

Benefits of rail merger

Sound bites don't resolve complex issues that require thoughtful, well-considered approaches. In voicing opposition to Canadian National Railway's proposed acquisition of the EJ&E rail line, in a letter faulting the Chicago Tribune's editorial position on the subject ("Cutting down on commuter gridlock," Voice of the People, May 16), Barrington Village President Karen Darch chose to ignore several facts.

First, I'm disappointed an elected official implies that because CN's corporate headquarters is in Canada it would taint the acquisition of the EJ&E. CN is as much a U.S. company as it is Canadian. U.S. financial institutions and shareholders own nearly half of CN shares. CN's U.S. headquarters is in Homewood, and more than 1,500 of CN's 6,600 U.S. employees live, raise their families, work and commute in Illinois, where the company's payroll is nearly \$97 million.

Second, suggestions that potential gridlock in some suburbs outweighs current motorist delays in many other Chicago-area communities—especially those in the inner-arc communities—whose freight congestion would be eased—is unfair and elitist. A preliminary analysis has shown that overall motorist crossing delays in the region will be reduced by 174 hours per day, or 63,510 hours per year, once CN traffic is rerouted to the E&J main corridor and lines through the city's core.

Third, I find it ironic that Darch chose to raise the issue of E&J as an issue, as her village has historically declined to participate in its development. In filings with the Surface Transportation Board, CN has pledged to work with Metra to explore all options for E&J-Line service, including the use of enhanced E&J-E rail lines.

Fourth, CN's private investment in the E&J will help achieve Chicago Regional Environmental and Transportation Council goals faster and reduce reliance on uncertain public funding.

What Darch fails to address is that the traffic congestion her community faces has more to do with the lack of government planning and investment than CN's acquisition.

History has shown that, whenever legitimate needs have arisen in rail mergers, railroads worked together with federal, state and local officials to find solutions that address the needs of the community. CN's efforts to listen to and work with the community on the E&J-E, we believe the outcome will be no different.

The Tribune got it right: this transaction will serve the public interest for Chicagoland.

Gordon T. Traflet
Senior vice president
Southern Region
Canadian National Railway

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» TRAINS

CONTINUED FROM PAGE 1

said, "are driving us nuts."

Other communities also have had the problem. For years, homeowners from Berwyn to Chicago's South Side have complained about the noise and fumes from idling locomotives.

Local, state and even federal officials say they can do nothing about it because they have no jurisdiction. There is no law against leaving a locomotive idling, according to the Illinois Commerce Commission and the Federal Railroad Administration.

Railroad officials concede they don't like the inefficient practice but say it's frequently necessary because of Chicago's rail congestion.

On any given day, 1,200 freight, passenger and commuter trains travel through the thousands of miles of tracks in Chicago and suburbs, according to industry experts.

Federal rules set strict limits on how many hours crews can work, but it can take days for a freight train to maneuver through Chicago's jammed rail corridor. Therefore, trains often have to be stopped so crews can change, officials said.

Unfortunately for residents of Rice's Woodland Hills subdivision, the tracks behind the homes have become a convenient location for CN to park its trains while changing crews. Rail workers use a nearby church lot to leave their cars or are picked up on nearby Illinois Highway 59.

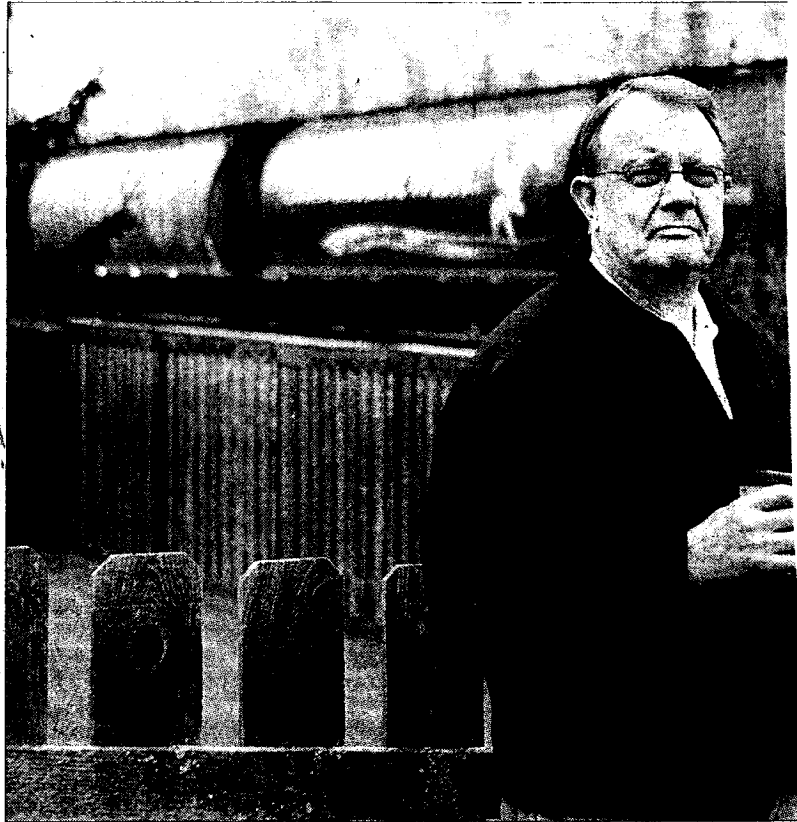
Police have responded to complaints when locomotives have been left running for long periods, to no avail.

"A police officer even came over here one night and said, 'I see what you mean,' yet he said his hands were tied," Rice said.

"Don't the rights of private citizens have to be respected? If I or my neighbors caused a disturbance and there was a complaint, the Bartlett PD would throw our butts in jail in a heartbeat for disturbing the peace, but when I complain about my peace being disturbed, they claim there is nothing that can be done except to complain to City Hall."

Bartlett police acknowledge the problem, but say they can do little about idling locomotives or problems such as blocked crossings because rail operations are regulated by the federal government.

For example, until recently Illinois municipalities had the authority to ticket trains for blocking crossings more than five minutes. But the Illinois Supreme Court overturned that law in December,



'A police officer even came over here one night and said yet he said his hands were tied.'

—Chuck Rice, Bartlett resident, referring to complaints of noisy locomotives idling

saying the state and municipalities have no jurisdiction over rail operations.

"This is among the biggest frustrations to police departments in this area," Bartlett Police Chief Dan Palmer said. "We have no recourse, and the trains can do whatever they want. The guys operating the trains just don't care."

According to the Federal Railroad Administration, there is no regulation prohibiting trains from stopping anywhere on their tracks. Railroads try to schedule operations so crews have a convenient change point, but work rule limits often interfere, spokesman Steve Kulm said.

The best the agency can do with complaints is "reach out and see if the railroad can be more responsive," Kulm said.

CN said it follows normal industry practice when its trains stop for a crew change, as long as the train isn't blocking a crossing.

"There's nothing illegal or improper about stopping a train where we have to," railroad spokesman Jim Kvedaras said.

CN would prefer that its trains keep moving to minimize delays and fuel consumption, but rail congestion is a chronic problem in Chi-

cago, Kvedaras said.

Noting that Rice chose to live in a subdivision near railroad tracks, Kvedaras said, "I appreciate the frustration level, but it is an active railroad line."

CN's plan to acquire the Elgin, Joliet & Eastern Railway Co., which the railroad would use to bypass crowded Chicago lines, has added to concerns about the impact of train operations in the suburbs.

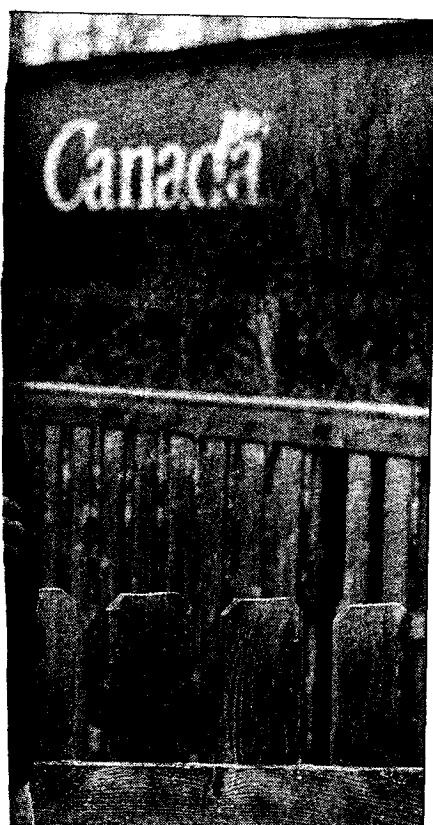
EJ&E, which forms an arc around the outer suburbs, has been lightly used in recent years, while subdivisions have rapidly sprouted alongside its relatively quiet tracks. Under CN's plan, freight traffic on EJ&E would triple or quadruple in many areas.

Many communities along the EJ&E, including Bartlett, are fighting CN's plan.

Bartlett Police Cmdr. Patrick Ullrich has had mixed results in working with Woodland Hills residents and railroad officials to resolve conflicts.

With prodding from the state, CN has promised to reduce blockages at the Illinois Highway 59 crossing, Ullrich said.

But when Bartlett asked CN to park its trains elsewhere—for example, west of Woodland Hills and



Tribune photo by Stacey Wescott

id, "I see what you mean,"

on CN tracks near his home

near a forest preserve—the railroad would give no assurances, Ullrich said.

Bartlett may try to use its anti-noise law against idling locomotives, Ullrich said, but a loophole may have to be resolved. The ordinance currently exempts railroad trains "in transit through the village." How this applies to idling locomotives is unclear.

Which is of little consolation to Rice.

"You can't get away from the sound," Rice said. "The master bedroom is upstairs on the back of the house and there is no way to drown out the rumbling of this engine running and get any sleep."

rwronski@tribune.com

Idling trains rile up locals, as the law lags

By Richard Wronski
TRIBUNE REPORTER

I GUEST
THE RR'S
STATEMENTS
IN
THIS
ARTICLE
CHICAGO
TRIBUNE
5-27-08

When Chuck Rice bought his home along the Canadian National Railway Co. tracks in Bartlett 10 years ago, he fully expected to hear freight trains rumble past at all hours.

It was only recently, Rice said, when the trains began stopping directly behind his house every week or two, that he began to get irritated. The locomotives often sit undisturbed for hours—even days—with their diesel engines running incessantly, he said.

Trains passing by have never really bothered us, although sometimes it feels like the house is going to shake down when the trains go by at high speed, but we know it will be gone in a few minutes," Rice said.

What does really bother us is a locomotive sitting idling for 36 to 48 straight hours, less than 100 feet away," he said.

The idling locomotives, Rice

PLEASE SEE TRAINS » PAGE 2

Suburban rally seeks to

Financial harm to towns cited as protesters target proposed rail acquisition

By Robert Channick
SPECIAL TO THE TRIBUNE

Arguments against Canadian National Railway's proposed acquisition of a little-used freight line took a sharp turn Sunday at a Barrington rally from concerns over the quality of life to the grim economic realities in affected communities.

In Lake Zurich, a developer pulled the plug on a proposed \$22 million, 120-unit senior living project because of its nearness to the Elgin, Joliet and Eastern Railway Co. tracks. Pathway Senior Living, a Des Plaines company with 10 Chicago-area senior complexes, cited the increase in rail traffic as "incompatible with a residential use."

Village officials estimated a loss of \$825,000 in annual revenue.

"We already found out, before a single train rolled down the track, how much economic harm this can cause," said Village President John Tolomei.

The rally in Barrington was held at Memorial Park, just blocks from a planned 29,000-square-foot retail redevelopment at Hough and Main Streets.

Village President Karen Darch acknowledged a growing anxiety over fallout from the freight line, which traverses five at-grade crossings in town.

"The business community is paying attention to this, obviously, and it's factoring into their decisions to do business in our communities," Darch said.



Graham Andrews (center), 10, and his mother listen to speakers during a rally Canadian National Railway's acquisition proposal, which is expected to incre

"If ever there were a case where the impact is great enough to have a turndown, this one is it," she said.

The proposed \$300 million purchase of the EJ&E would allow Canadian National to use an outlying 198-mile loop to skirt rail congestion in Chicago.

Traffic on the route is expected to quadruple, running more than 20 freight trains per day through Bar-

rington and other suburbs along the line.

The proposal is undergoing an impact review by the Federal Surface Transportation Board.

There are about 100 grade crossings from Joliet to Waukegan, giving rise to other concerns such as traffic, safety and convenience.

Jenny Brauch, 37, a Barrington resident who walked to the rally

15B

15

erail train plan



Tribune photos by Stacey Wescott
Sunday in Barrington protesting
ase freight trains in the area.



**'If ever there were a case
where the impact is great
enough to have a turndown,
this one is it.'**

—Barrington Village President Karen
Darch

with her husband and their infant son, said the increased rail traffic would devastate the village's commercial district.

"People wouldn't come to Barrington to shop anymore," she said. "It's hard enough on a Saturday or Sunday to get into town with traffic the way it is now."

To mitigate the impact on the suburbs, Canadian National has set

aside a pool of \$40 million, from which it would contribute 5 percent to the construction of separated grade crossings, railroad spokesman Jim Kvedaras said Sunday. At the rally attended by several hundred people, officials said that money won't begin to make a dent.

Results from the impact study are expected by the end of the summer, with a final transportation board ruling as early as December, Darch said.

Officials vowed that Sunday's demonstration would not be the last.

"In the coming weeks, there will be rally after rally along this line," said Mayor Tom Weisner of Aurora. "All of us need to keep the pressure on" the transportation board.

Motorists to pay freight

CHICAGO TRIBUNE 7-26-08



Tribune photo by Chuck Berman

A freight train crosses Ogden Avenue in Aurora. A federal report on a proposed rail deal says a freight-traffic increase will slow suburban traffic.

Canadian National's proposal

The acquisition of Elgin, Joliet & Eastern Railway by the Canadian National Railway could re-route many freight trains around the crowded Chicago railway system. But a few suburban communities are concerned about the effect the plan would have on traffic and emergency service providers.

AVERAGE FREIGHT TRAINS PER DAY for selected areas

- More trains per day
- Less trains per day
- CN-owned tracks
- EJ&E tracks
- Other tracks
- Towns whose emergency service providers may be substantially affected
- ✕ Crossings that may be substantially affected

10 MILES

KANE CO.

Aurora

Naperville

Bolingbrook

KENDALL CO.

Plainfield

WILL CO.

Joliet

New Lenox

COOK CO.

Olympia Fields

Chicago Heights

Hammond

Gary

Griffith

Schererville

AVERAGE TRAIN LENGTH

Existing

2,590 feet

Proposed

6,321 feet

SOURCES: CN, EJ&E, Surface Transportation Board

Report: Emergency response also at risk

By Richard Wronski
TRIBUNE REPORTER

A federal report on Friday raised the specter of frustrated motorists facing lengthy delays at 15 rail crossings in a dozen communities, but concluded that passenger service would not be impaired if a railroad that winds through Chicago's suburbs is sold.

The long-awaited report also identifies 10 communities—among them Barrington, Joliet, Mundelein and Chicago Heights—where a tripling or quadrupling of freight traffic would severely hamper police, fire and emergency medical response.

The report prepared by Surface Transportation Board staff predicted train-versus-vehicle accidents would increase sharply along the cen-

tury-old railroad—from more than one a year to more than six annually.

The report was anxiously awaited by scores of communities, including Chicago, that stand to win or lose from the Canadian National Railway's controversial \$300 million plan to buy the Elgin, Joliet and Eastern Railway to divert freight traffic around the city's congested rail corridor.

The EJ&E railroad rings the suburbs in a 198-mile arc stretching from Mundelein to Joliet to northwest Indiana.

The purchase is touted by CN and some experts as a potential boon to the transportation industry and economy. Chicago officials strongly support the deal because of the economic impact and prospect of reduced freight traffic, which is expected to result in fewer accidents on rail lines in the city.

But fearing more freight trains in their backyards and outlying suburban downtowns, vocal opponents have rallied by the hundreds in recent months to fight the plan.

While viewed as an impor-

PLEASE SEE RAILROAD » PAGE 13

16B



Tribune photo by Scott Strazzante

The 143rd Street crossing in Plainfield could see longer delays if the railroad sale is approved.

» RAILROAD

CONTINUED FROM PAGE 1

ant step in the process, the 1,500-page document is subject to another round of public comments starting in August. The final version will be considered by the three-member board that will approve or deny the sale, a decision expected in early 2009.

The report encourages negotiations between CN and the affected communities, but indicated the final version could identify remedies if agreements aren't reached.

The report leaves a crucial question: Who will pay the hundreds of millions of dollars needed for building grade separations—overpasses or underpasses—at affected rail crossings?

Critics hoped the document would recommend that CN be required to pay the bulk of the costs, since the railroad stands to profit financially from the deal. But the report noted that, historically, railroads have not paid for more than 5 percent to 10 percent of grade separations because they "primarily benefit the community and not the railroad." Most of the cost is typically paid by the federal government with state and local funds.

One of the plan's staunchest opponents, U.S. Rep. Melissa Bean (D-Ill.), criticized the draft report as "highly disappointing." Bean said in

a statement that it "seems to endorse allowing a private company to destroy local communities' quality of life, safety and economies, while expecting those communities to pick up the tab."

Another critic, Rep. Donald Manzullo (R-Ill.), blasted the review, saying it "washes its hands of any solutions. ... It's ridiculous."

The report supported the CN's view that the environmental issues were not that unusual and could be reasonably resolved, the railroad said in a statement. One of North America's largest railroads, CN pledged to work with "all communities along the EJ&E to come to agreement on appropriate mitigation measures."

In a statement separate from the report, STB Commissioner W. Douglas Buttrey made remarks that may indicate how the three-member board is leaning.

Buttrey, a Republican from Tennessee, said he was worried some communities would bear an unfair, "heavy burden" in efforts to ease congestion. He said he had visited many of the Chicago area communities that would be affected.

"It is hard for me to imagine how even the most far-reaching mitigation measures would be enough to offset or balance the environmental detriments that would flow from this proposal," he

said.

Addressing another hot-button issue, the report said the EJ&E deal would not have an adverse effect on current and future Metra service, including the proposed suburb-to-suburb STAR line and SouthEast Service.

It also said commitments made by the CN would assure continued Amtrak service on CN tracks indefinitely. Concerns about Amtrak figured significantly in opposition to the deal from Sens. Dick Durbin and Barack Obama.

Durbin said Friday in a statement that the acquisition of the EJ&E will have a devastating impact on many of the communities, forcing up to a four-fold increase in freight traffic in some towns.

"I encourage everyone affected by this proposal to attend the Surface Transportation Board's public hearings, submit statements and let this agency know their concerns," the statement said.

Bean and other members of the Illinois delegation, including Reps. Peter Roskam, Judy Biggert, Bill Foster and Manzullo, will hold a Congressional hearing Aug. 5 to take testimony from experts and the communities.

Results from that hearing will be submitted to the STB for consideration in the final version of the environmental report, Bean said.

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Tribune photo by Alex Garcia

U.S. Reps. Melissa Bean, Bill Foster (center) and Don Manzullo talk about the Canadian National Railway deal before a hearing Tuesday in Chicago.

In rail bid, overpass aid doubted

State, federal officials challenge CN proposal

By Richard Wronski
TRIBUNE REPORTER

If the Canadian National Railway is allowed to buy a suburban rail line, money wouldn't be available to build overpasses at railroad crossings likely to be blocked by increased freight traffic, state and federal officials said Tuesday.

And even if federal or state funding were found, it would take years before construction could begin at any of 15 crossings along the Elgin, Joliet & Eastern Railway that would face an anticipated tripling or quadrupling of freight trains, those officials said.

Transportation funding has been stagnant for 10 years, said Diane

O'Keefe, deputy director of highways for the state Department of Transportation. "The bottom line is, we're in maintenance mode," O'Keefe said at a hearing at the Dirksen U.S. Courthouse in Chicago.

O'Keefe joined regional planning agencies and municipal officials from Illinois and Indiana who testified at the session, called by Illinois congressional members.

The focus was a draft environmental impact statement by staff of the federal Surface Transportation Board on Canadian National's proposed purchase of the EJ&E for \$300 million.

The CN boycotted the session as did other supporters, calling it a "mock hearing" staged by foes. The purchase of the railroad, which arcs around Chicago from Waukegan to Joliet to Northwest Indiana, would benefit 60 communities, freight traf-

fic and the economy, railroad officials say.

Besides the adverse effect on the 15 crossings, the report issued last month concluded that increasing freight traffic on the EJ&E would hamper police, fire and emergency response in 10 suburbs. Train-versus-vehicle accidents would also increase sixfold, it said.

Democratic Reps. Melissa Bean and Bill Foster and Republicans Judy Biggert and Don Manzullo, all critics of the CN deal, criticized the report, saying the research was incomplete.

Opponents contend the Montreal-based CN stands to profit by bypassing Chicago's congested rail corridor. But taxpayers, they say, will be on the hook to pay millions of dollars for overpasses. "Why should taxpayers have to spend their money to correct problems from a trans-

action that will benefit a private company," Manzullo said.

Overpasses typically cost \$40 million to \$60 million to build, O'Keefe said. One planned overpass, at Belmont Avenue in Downers Grove, has been on the drawing board for a decade, and its estimated cost has risen from \$36 million to \$53 million, Biggert said.

The four U.S. representatives support legislation to require the transportation board to broaden its role and consider how rail expansion affects communities. The agency agreed to do that in this case because of vocal community concerns.

The board, a successor to the Interstate Commerce Commission is only mandated to weigh railroad deals for anti-competitive and worker safety concerns.

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CHICAGO AREA

CN railroad says it will take legal action

Worried it won't meet a crucial deadline, the Canadian National Railway said Wednesday it will take unspecified legal action to keep on track its controversial offer to buy a suburban rail line.

CN faces an impasse: U.S. Steel Corp. will not extend a Dec. 31 deadline to close CN's proposed \$300 million purchase of the Elgin, Joliet & Eastern Railway while the Federal Transportation Board, which must approve the deal, which must approve the deal if it is to go through, has not yet committed to a decision.

CN did not reveal the specific target of the legal action.

RED HERRING

8-7-08

19A
Sox fall out of 1st with loss to Boston, Twins' win. SPORTS

Chicago Tribune

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Tuesday, August 12, 2008 | South-Southwest Final



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Monster trains coming down the tracks?

How could THAT BE MITIGATED?

Drivers stuck at crossings could see 2 miles of rail cars

Major player

Illinois has 7,200 miles of railroad track.

500 million

Amount in tons of freight moved on Illinois' system each year, the most in the nation. Chicago's rail hub is the largest in the U.S.

11,106

Number of public highway-rail crossings in Illinois, second most in the nation.

SOURCE: Illinois Commerce Commission

By Richard Wronski
TRIBUNE REPORTER

Call them freight trains on steroids, monster trains double-stacked with containers, long enough to block every rail crossing at the same time in some Chicago-area communities.

Many suburban officials fear the number of such lengthy trains will increase if a plan to divert transcontinental freight traffic through their communities is approved.

In Barrington, one of these 1.5-mile or longer trains could shut down all four crossings simultaneously, said Village President Karen Darch, who worries that even longer behemoths are in the offing.

"Some of these intermodal trains are 10,000 feet. You're talking [almost] 2-mile-long trains," Darch said. "That's really scary."

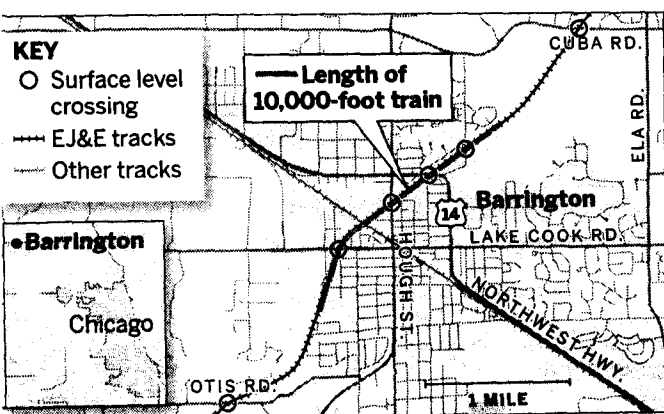
Darch and other suburban leaders fear their towns will be perched on a railroad superhighway if the Canadi-

an National Railway is successful in its \$300 million bid to purchase the Elgin, Joliet and Eastern Railway. They worry that 20 to 40 of these super-size trains will roll through their communities each day.

Inevitably, trains of such sprawling length would lead to delays for motorists hung up at crossings, officials say.

Freight trains on the EJ&E now average about 2,600 feet, about half a mile long. But a

PLEASE SEE **TRAINS** » PAGE 11



SOURCES: ESRI, TeleAtlas, Tribune reporting

TRIBUNE GRAPHIC

» TRAINS

CONTINUED FROM PAGE 1

CN presentation to analysts in June talked about trains that would run up to 12,000 feet—well over 2 miles long.

Longer, faster freights are the industry's watchwords, experts say. And CN says its plan to bypass Chicago's rail gridlock will mean fewer blocked crossings in the city and many close-in communities.

By using the EJ&E tracks, the CN says it can lower costs and speed the flow of Asian products from its port at Prince Rupert, British Columbia, to its Memphis distribution terminal and other destinations across the country. Ultimately, manufacturers and consumers will benefit, CN says.

Freight trains have grown dramatically longer over the years because of greater demand and technological improvements. There is no federal restriction on train length. The limits, experts say, are mainly logistical, such as the capacity of rail yards and sidings.

Normally, trains are assembled car by car in a freight yard, depending on the type of goods and destination. But an especially long train, one that exceeds the capacity of a rail yard, might require engineers to assemble two trains and hook them together, experts say.

For the last year, the BNSF Railway Co. has been regularly running trains topping 10,000 feet from Los Angeles to the railroad's huge intermodal yard at the former Joliet Arsenal near Elwood.

"More freight is shifting to the railroads because trains are the most fuel-efficient means of transport," said BNSF spokesman Steve Forsberg. "The long-term trend is, for good reasons, to migrate more toward using rail. But... how is the nation going to eliminate at-grade crossing conflicts?"

The many vocal opponents to the EJ&E purchase have raised that question repeatedly. While longer trains are a boon for shippers, they may be a pain for motorists trying to get to work, or for kids trying to get to school, or for emergency responders trying to get to a fire or accident across a blocked rail crossing.

The newly released report by the Surface Transportation Board concluded that motorists would face lengthy delays at 15 rail crossings in a dozen Chicago-area communities if the deal were approved.

The draft report also identi-



Tribune photo by José M. Osorio

A Canadian National Railway engine motors through a crossing in Wheeling, a community that would see fewer trains if CN buys the suburban EJ&E tracks that go around Chicago.

fied 10 communities along the EJ&E's 198-mile arc from Waukegan to Joliet and Northwest Indiana where drastically increased freight traffic could hinder emergency responses. The document underscored the need for overpasses and underpasses at many crossings.

Frankfort has six grade-level crossings along the EJ&E where trains would increase from six to 28 a day.

Mayor Jim Holland said he fears more and longer CN trains will mean more blocked crossings, noise and hazardous material passing through town.

"A super train brings super problems," Holland said.

In Plainfield, the CN's plan would increase the number of trains at 16 railway crossings from 18 to 42 a day, officials said. Instead of waiting for trains to pass every two hours or so, motorists there would have to stop about every 20 minutes, they predict.

Train length is only one factor in the crossing-delay equation. Another is speed.

CN says its trains will move through at-grade crossings at about 40 m.p.h. At that speed, a 6,000-foot train will activate signals and clear a gated crossing in just more than 2 minutes, the railroad said. A 10,000-foot train would take more than 3.5 minutes.

Holland said he doubts trains will travel through Frankfort as fast as the CN predicts.

The Illinois Commerce

Commission's Operation Lifesaver estimates an average train moving at 55 m.p.h. takes nearly a mile to stop.

CN is awaiting approval from the transportation board to acquire the EJ&E. The agency will take more public comments in writing and at a new round of hearings Aug. 25 through Sept. 11.

A final decision is due in early 2009.

The report recommends several steps to reduce problems, including placing limits on train lengths. Other options involve scheduling, closing some crossings and building more overpasses or

underpasses.

In making a case for the sale, CN points out that Chicago and many suburbs will see a sharp decline in freight traffic. A long line of towns from Vernon Hills to Schiller Park will see trains decrease from 19 a day to 2.

Although critics say shifting trains from one community to another doesn't solve Chicago's rail-congestion problem, others say the CN plan is a realistic answer.

Christopher Barkan, a rail transportation expert at the University of Illinois at Urbana-Champaign, says using the EJ&E as a bypass "will

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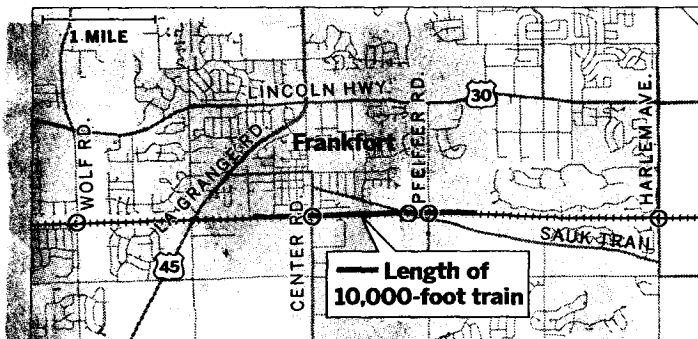
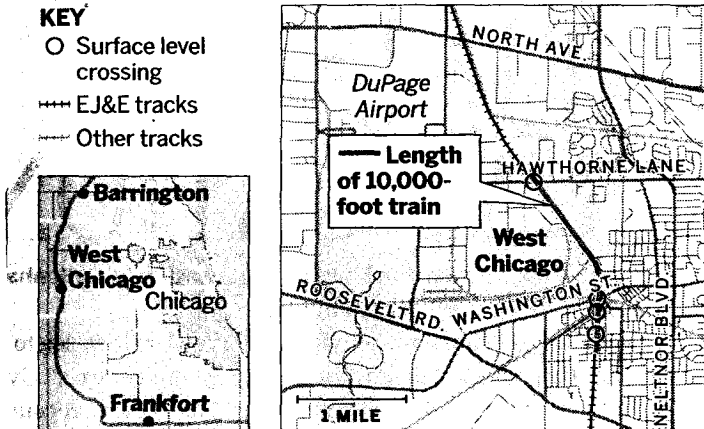
19c

Longer trains may snarl more traffic

Barrington, West Chicago and Frankfort are just three of the communities that could be adversely affected by Canadian National Railway's plan for trains that might be 10,000 feet or more.

KEY

- Surface level crossing
- EJ&E tracks
- Other tracks



SOURCE: ESRI, TeleAtlas, Tribune reporting

TRIBUNE GRAPHIC

convert an underutilized transportation asset to a much more useful link in the national transportation network."

Barkan said public officials who have lined up against the CN proposal are being short-sighted.

"I understand people in Barrington will see an in-

crease in freight train traffic, but there are millions of people in Chicago who will see a decrease in the same trains every day," he said. "We live in a world of trade-offs. This is one time in which the positives vastly outweigh the negatives."

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CHICAGO TRIBUNE 8-16-08

CN seeks early rail merger

20

Railroad vows not to reroute trains without OK

By Richard Wronski
TRIBUNE REPORTER

In a new effort to force the hand of federal regulators, the Canadian National Railway demanded early approval of its plan to buy the Elgin, Joliet & Eastern Railway, but promised not to reroute freight trains until a key environmental impact report is completed. HA HA

In a filing announced Friday, CN asks the U.S. Surface Transportation Board to rule by Oct. 15 on its proposed purchase of the EJ&E—months before a final environmental analysis is expected.

In return, CN said it would not reroute its freight trains onto the EJ&E line until the board acts on the environmental analysis.

"This would fully preserve the board's rights to impose any lawful

environmental mitigation that it might determine is required with respect to any transaction-related activities before those activities occur," the filing said.

CN said it would continue to work with communities along the EJ&E to reach voluntary agreement on lessening the impact of additional freight trains. Many suburbs, including Barrington and Aurora, want federal regulators to require CN to include overpasses as part of its approval of the purchase.

Motorists would face long delays at 15 rail crossings in a dozen Chicago-area communities if the deal were approved, according to a draft environmental impact report. The report also identified 10 suburbs where increased freight traffic could hinder emergency responses.

CN asked the board to decide by Sept. 15 whether it would act on the purchase in October. If it doesn't, CN said it was prepared to ask a fed-

eral court to order the agency to rule. The transportation board had no comment on CN's request, a spokesman said Friday.

The railroad said, "The new approach would assure adequate protection of the environment for communities along the EJ&E."

X CN faces a Dec. 31 deadline to close on the \$300 million deal with U.S. Steel Corp., EJ&E's owner. But the Transportation Board, which must approve the purchase, has said it will not commit to making a decision by then.

X The final environmental impact report might not be completed until Jan. 31, the board said, and its decision would come "as soon as possible" after that.

CN plans to use the EJ&E tracks, which form a 198-mile arc from Waukegan to Joliet to northwest Indiana, to divert freight traffic around Chicago's congested rail corridor.

The proposal has stirred much

controversy. Many suburbs along the EJ&E would see a tripling or quadrupling of freight trains, and oppose the plan. But Chicago and close-in suburbs support the deal because there would be fewer trains.

"The chief concerns raised by opponents of this transaction are the impacts of train traffic that will be diverted from CN lines in Chicago onto the EJ&E," E. Hunter Harrison, CN's president and chief executive officer, said in a statement. "Our proposal would ensure that the STB has sufficient time to review those matters fully before it authorizes any diversion of traffic."

Opponents of the CN acquisition criticized the latest filing.

X U.S. Sen. Dick Durbin (D-Ill.) called it a "brazen attempt to strong-arm an independent government agency."

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8-21-08

COMMUNITY BRIEFING

JOLIET

Officials working

with CN on rail plan

While other suburbs are fighting to block Canadian National's proposed purchase of the Elgin, Joliet & Eastern Railway tracks, Joliet has been working with the company to secure improvements if the deal is approved.

City Manager Tom Thanas said an agreement with CN approved by the council this week has several "safety precautions" built in.

"I know it's a little different than other communities," Thanas said, referring to several communities fighting the CN deal.

Joliet researched the issue and found that the Surface Transportation Board typically approves such proposals, he said. Rather than fight CN, Joliet officials decided to work with the company.

The agreement, which would take effect only if the purchase is approved, includes guaranteed quiet zones, training for the city's emergency responders who deal with hazardous materials and a system that will alert emergency dispatchers when trains are approaching certain crossings so emergency crews can be rerouted.

Approved Monday, the agreement also includes CN's commitment to install "run through" tracks, estimated to cost \$5 million, at the railyard to increase efficient flow of train traffic and lessen delays at the Woodruff Road and Washington Street crossings.

CN reaches deal with Joliet —if EJ&E purchase is OK

Rail company would make repairs to tracks, yard

By Richard Wronski
and Gary Gibula

CHICAGO TRIBUNE

8-26-08

provements and other repairs along the Elgin, Joliet & Eastern Railway through Joliet—a move intended to lessen the impact of additional freight trains at two busy rail crossings.

If federal regulators approve the \$300 million purchase of the EJ&E, CN would use the local tracks to bypass Chicago's congested rail corridor. But freight traffic in towns along the belt-line railway would triple or quadruple. In Joliet, the number of freight trains along the EJ&E is expected to increase from

PLEASE SEE RAILROAD » PAGE 4

As a new round of public meetings began Monday on the controversial acquisition of a suburban railroad, Canadian National Railway Co. reported an agreement with one of the towns facing a potentially sharp increase in freight traffic.

CN has agreed to pay for track im-



The Surface Transportation Board's draft environmental impact report on the possible sale of the Elgin, Joliet & Eastern Railway was on display. Tribune photo by E. Jason Wambsgans

» RAILROAD

CONTINUED FROM PAGE 1

18 to more than 42 a day.

Under the agreement, CN will spend \$5 million to eliminate a slowdown at its East Joliet rail yard, which would lessen delays at two crossings.

The two crossings—at Woodruff Road and Washington Street—are among 15 in a dozen communities where motorists would face long delays if CN's purchase of the EJ&E is approved, according to a draft environmental impact report prepared for the federal Surface Transportation Board.

Unlike some communities, Joliet has decided not to demand that CN address the problem of blocked crossings by building costly overpasses. The report said Joliet was one of 10 suburbs where increased freight traffic could hinder emergency responses.

CN said Monday it will set up a system in Joliet to alert police and fire departments when trains are approaching crossings so responders can take alternate routes to emergencies.

CN said its plan would reduce freight-train-related disruptions for Chicago and nearby suburbs, but a number of communities are fighting the move. The Surface Transportation Board must approve the merger.

On Monday, a standing-room crowd of more than 150 people showed up at a Holiday Inn in Matteson for the first of eight public meetings on the board's draft environmental impact report on the proposed sale.

Mike Stevens, a Frankfort village trustee, said the prospect of 28 freight trains per day—up from 6—would divide his suburb.

"It's going to have a devastating effect on our community because of the noise, vibration, pollution and the division for our town," Stevens said.

Park Forest resident Nancy Labb, 72, called the plan to reroute trains "a disaster."

But a newly formed coalition of suburbs in support of the plan believes adding rail capacity on the EJ&E will be crucial to Chicago's competitive edge, said Leonard Cannata, planning coordinator for the West Central Municipal Conference.

The coalition, Solutions To Area Rail Traffic, or START, represents 20 communities from Park Ridge to Crete.

Rejecting the EJ&E bypass "would be like Chicago losing O'Hare Airport," Cannata said. "We're asking our neighbors to share that responsibility."

Barrington-area opponents said Monday they expect to have at least 3,000 residents turn out at a hearing Wednesday at Barrington High School, 616 W. Main St.

The other meetings this week are Tuesday in the Crowne Plaza Chicago North Shore, 510 E. Illinois Highway 83, Mundelein; and Thursday in Bartlett High School, 701 Schick Rd., Bartlett.

Richard Wronski is a Tribune reporter, and Gary Gibula is a freelance reporter.

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**Council raises fines
for minor offenses** 17-08

The Joliet City Council this week approved an increase in compliance ticket fines from \$75 to \$150 for some minor criminal offenses and property maintenance issues.

Fines for offenses dealing with cruelty to animals, vicious dogs and leaving a child alone in a car were also increased to \$300 at the council meeting Monday.

The increases are comparable with other towns and what judges typically set for fines, city manager Tom Thomas said.

Fines in Aurora, for example, range from \$250 for first-time offenders for loud music to \$500 for a second offense. In Bolingbrook, residents can face fines ranging from \$200 to \$1,000 for compliance tickets.

CITY STARTS
CASINOS REVENUE

Proposed rail deal riles hundreds of suburban residents

Protest moves en masse
to Barrington High School

By Robert Channick
SPECIAL TO THE TRIBUNE

8-28-08

Area residents turned out by the hundreds Wednesday in Barrington to voice opposition to the proposed purchase of a suburban railroad line.

More than 500 people—many carrying protest signs—marched to Barrington High School, where a public meeting on Canadian National Railway Co.'s proposed purchase of the Elgin, Joliet & Eastern Railway was held later in the day.

The marchers—many chanting, "Stop the trains"—tied up traffic.

"If we create enough of a traffic jam it will give people just a little taste of what's ahead if CN gets approval," said Linda Reinhard, who organized the march.

The march gathered participants as it proceeded for more than a mile along Lake Cook Road to the high school.

The public meeting was one in a series being held throughout the Chicago area to discuss the U.S. Surface Transportation Board's draft environmental impact report on the proposed sale.

More than 1,000 people crowded into the school's gymnasium, where a visibly upset Rep. Donald Manzullo (R-Ill.) told representatives of the federal board that the draft report underestimated the number of affected rail crossings that could be blocked.

"It gives new meaning to the word 'railroad,'" he said.

Another critic, Rep. Melissa Bean (D-Ill.), said as many as 40 suburban communities would be impacted. It would be unfair, she said, for U.S. taxpayers to pay for rail improvements that would benefit shareholders of the Montreal-based company.

Jeff Mangano of Lake Zurich, one

— EJ&E RAILWAY



SOURCES: Transtar, Canadian National, ESRI, TeleAtlas
TRIBUNE GRAPHIC

of about 80 people who signed up to speak, said he worried about falling property values if the purchase were approved.

"Overnight, home values of 100,000 homeowners along the EJ&E will plummet," he said.

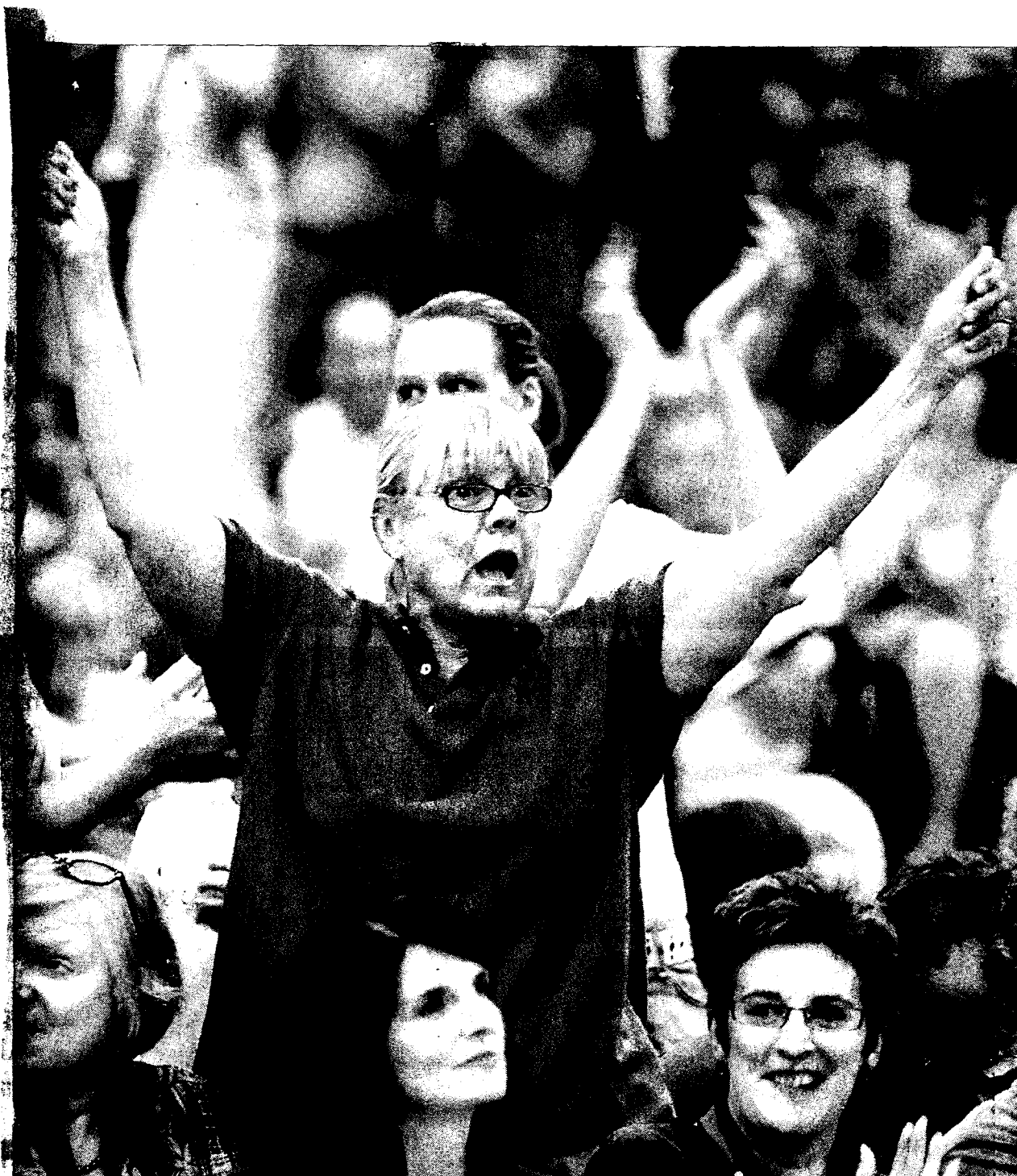
Residents in communities such as Barrington worry about the impact of a sharp increase in freight traffic along the railway. The report said freight traffic in some towns could triple or quadruple.

The federal report also said motorists would face long delays at 15 rail crossings in a dozen Chicago-area communities; it likewise identified 10 suburbs where increased freight traffic could delay emergency responses.

Karen Lambert, president of Advocate Good Shepherd Hospital in Barrington, said the additional train traffic will cause ambulance delays.

"The proposed action will cost lives," she said. "Emergencies demand urgency, not delayed treatment for critical patients."

But 20 other communities from



Patty Ancona of Barrington reacts to comments by Rep. Donald Manzullo (R-Ill.) during a public meeting on the proposed purchase of the Elgin, Joliet & Eastern Railway by Canadian National Railway Co.

Tribune photo by Nuccio DiNuzzo

Park Ridge to Crete support the purchase, arguing it will reduce freight traffic in their towns and give a boost to the Chicago-area economy. They recently formed a coalition, Solutions To Area Rail Traffic, in support of the plan.

The organization complained Wednesday that none of the hearings scheduled in communi-

ties that supported the purchase.

"The residents of the region who are positively affected by this transaction have not been given the same convenient opportunity to have their voices heard," the group said in a prepared statement.

Federal regulators would have to approve CN's \$300 million purchase of the EJ&E.

CN has said it hopes to use the local line so its freight trains could bypass Chicago's congested railroad corridor.

Eight public hearings will be held on the draft environmental report. Another will be held Thursday in Bartlett High School, 701 Schick Rd.

CN has a Dec. 31 deadline to conclude the EJ&E purchase.

CHICAGO TRIBUNE

developers.

2-29-08

"As areas build up, you're creating more impervious property, and you need to find some way to not contribute to downstream flooding," she said.

Tom Wessling, a Homer Glen resident who spoke for the Meadowview West subdivision at the meeting, said he worries about the costs associated with maintaining detention ponds that don't work properly.

Wessling said one detention pond in his subdivision, which homeowners were recently given control over from the developer, measured 13 feet deep at one point and has been filled with cattails and other vegetation for the past two summers.

"We ask Homer Glen to hold developers responsible to leave their developments in an acceptable condition prior to signing it off to the homeowner associations," he said.

Sheila Burt

HOMER GLEN

City will review detention-pond rules

Homer Glen City Board will review its rules to ensure detention ponds are correctly maintained to prevent flooding. Village Manager Paula Wallrich said at this week's board meeting that as Homer Glen continues to grow, it will review storm-water management ordinances to provide specific maintenance and management guidelines to

CONSTRUCTION RUNOFF

CHICAGO TRIBUNE

6-12-08

Builders to pay \$4.3 million in fines

Four of the nation's largest home builders will pay \$4.3 million in fines for failing to control runoff at construction sites in 34 states and the District of Columbia, according to the Environmental Protection Agency and Justice Department.

The four companies—Centex Corp. of Dallas, KB Home of Los Angeles, Pulte Homes Inc. of Bloomfield Hills, Mich., and M.D.C. Holdings Inc. of Denver—will also take steps above what is required by law to

keep 1.2 billion pounds of sediment out of the nation's waterways.

The settlements are part of a nationwide crackdown by the EPA. The Clean Water Act requires builders that disturb land to obtain permits and minimize runoff from rain. The companies named in the settlements allegedly failed to obtain permits and to prevent runoff.

The four companies, in a joint statement, said that they were pleased with the agreements.

STORMS

CONTINUED FROM PAGE 1

ries."

More than 90 campers and 25 staff members were at the 1,800-acre facility when the tornado struck. The campers were between 13 and 18 years old and were attending a leadership training camp.

David Hunt, chairman of the Mid-America Boy Scout Council's Goldenrod District, which covers several eastern Nebraska counties, said he didn't know specifically where the boys were from but thought they would have come from eastern Nebraska and western Iowa.

The deadly twister came just weeks after a powerful storm in late May killed seven people and destroyed much of the small town of Parkersburg. Meanwhile cities and towns in eastern Iowa and areas around Des Moines are still battling their own weather demons, with flooding rivers chasing residents from their homes.

Cedar Falls, Waterloo and Cedar Rapids all felt the rumbling force of the Cedar River on Wednesday with downtowns evacuated. In Cedar Rapids late Wednesday the river rose toward a historic crest while unleashing floodwaters into businesses and homes.

With thunderstorms looming, thousands of residents quickly evacuated the downtown area as state officials warned the levee barely holding back the river could burst overnight and inundate city streets with water for miles around.

Churning currents licked at the city's bridges, closed to traffic by nightfall and in danger of footings being crippled.

The worst flooding in the Midwest in some 15 years has exposed the vulnerability of aging and weak dams, levees and bridges that seem barely able — or in many cases unable — to hold back floodwaters.

Spectacular breakdowns were seen this week in Indiana, Illinois, Iowa and Wisconsin, leaving questions as to whether the region is prepared to handle such a disaster.

Along the Cedar River in Washburn, Iowa, Joann Vane's farm was an island Wednesday after mom-and-pop dikes failed to contain floodwaters.

Built by local residents to keep the river at bay at a 19-foot height, the walls were overrun by some 5 feet and turned acre after acre of choice agriculture land into a sea of misery.

'Nothing you can do'

"There's nothing you can do when you get that much water," said Vane, whose farm was accessible only by a rescue boat that brought out a generator so she could pump her basement. "It's just too much."

In southeastern Illinois, residents in Lawrenceville saw homes submerged after a levee breached on the Embarras River on Tuesday. The water turned farmland into lakes.

Officials in Wisconsin, where heavy rains loom, were warily monitoring dams that were at capacity and spilling over. The state was still trying to figure out how a wall of

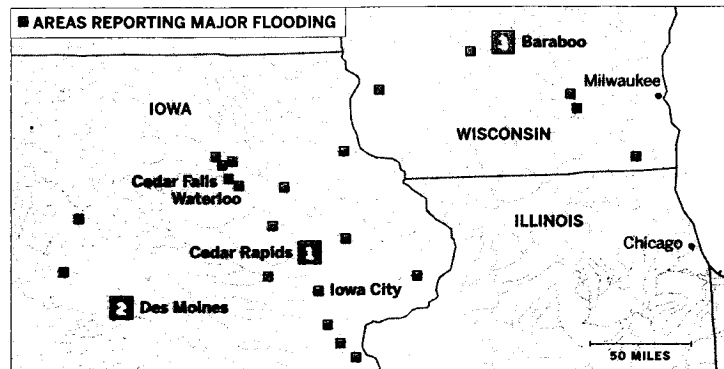


Tribune photo by E. Jason Wambsgans

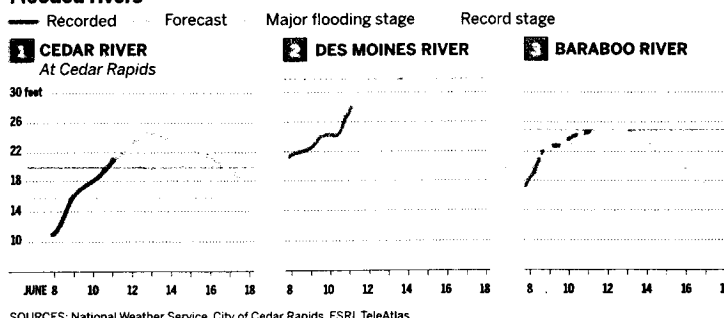
Water surges up Wednesday from the sewer system in downtown Waterloo, Iowa. Experts say Midwest flooding undermines the region's aging infrastructure.

Rivers on the rise

Several areas, including Cedar Rapids, Iowa, are threatened by rivers swollen to record levels.



Flooded rivers



SOURCES: National Weather Service, City of Cedar Rapids, ESRI, TeleAtlas

TRIBUNE GRAPHIC / Sue-Lyn Erbeck, Phil Geib, Gentry Sleet, Adam Zoli

earth crumbled, leading Lake Delton to empty out and become nearly bone-dry.

While state officials place much blame on last weekend's torrential rains that dumped in excess of 12 inches of water, some residents say the lake was vulnerable because of weakened walls and dams.

Don Kubenik, whose \$1.3 million vacation home was cut in half by raging lake waters, says officials should have known that the col-

lapsed wall and roadway above it were structurally deficient. Nor did officials act quickly enough to release water through the lake's main dam, he said.

"We thought everything was done to make sure the lake was safe and now we find out that it was a time bomb," he said. "I built on high ground thinking this could never happen and now I have no ground."

The severity and frequency of flooding in the Midwest

and flooding is undermining the integrity of aging levees, bridges and dams that were not designed to withstand the water flow and pressure that contributed to destruction like that seen at Lake Delton.

Barry Drazkowski, director of GeoSpatial Services at St. Mary's University in Winona, Minn., said the idea of "normal" heavy rainfall is changing.

"If we look over the past 100 years, it is not normal to get so many large amounts of rain like those we've seen in such a short period of time," he said.

"This is going to start to affect a lot of our river cities that are protected by levees [that] don't assume 15 inches of rain at a time," Drazkowski said. "As these events become more frequent, all of a sudden that 100-year protection might become 50 years and communities won't be as protected as they originally were."

Officials in several Iowa communities closed bridges earlier this week as high water crept closer to road levels. That takes a structural toll on bridges, many of which were built decades ago.

"We're dealing with a lot of bridges built in the last 80 to 100 years and they weren't designed for today's standards," said Larry Larson, executive director of the flood plain managers group in Madison, Wis.

At a flood policy forum last fall in Washington, D.C., officials warned that the combination of climate change, dramatic population increases and the destruction of natural ecological protections, such as wetlands, will add to the already existing strain on aging infrastructure.

"We as a nation have ignored our infrastructure for the past 50 years. We haven't gone back to maintain the old roads and bridges and we just keep building new ones," Larson said. "We've given up the

public safety of existing structures in the name of economic development."

Even before the recent flooding, federal officials were wary of aging levees.

Amid blistering public condemnation following the failure of levees during Hurricane Katrina, the U.S. Army Corps of Engineers moved to evaluate some 2,000 levees under its purview.

On the Illinois side of the Mississippi River near St. Louis, officials were stunned to learn last summer that its levee was suffering from underground seepage and rusting mechanics.

Environmental danger

More than 175,000 residents and businesses with some 50,000 jobs are in danger if the levees fail. Officials also fear environmental disaster because a major refinery and oil transmission pipelines are just yards from the levees.

Acting quickly, local officials decided to levy a quarter-cent sales tax to pay for a share of the \$180 million needed for upgrades. Work is set to begin this summer.

But with raging waters from the Upper Midwest set to dump into the Mississippi in the coming days, the river could rise past levels seen during the last major flood in 1993.

"The question is why didn't they keep those levees up to par?" Wood River resident Helen Crause asked last week. "If that levee goes, we'd all be underwater and contaminated by the mix of water and oil. That's a terrifying thought."

E.A. Torriero reported from Iowa and Tim Jones from Chicago; Tribune reporter Steve Schmadeke contributed in Chicago and Tribune news services also contributed.

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Foes of CN's plan face setback as new rail rules fail in D.C.

By Richard Wright
TRIBUNE REPORTER

Opponents of Canadian National Railway's plan to reroute more freight trains through dozens of Chicago suburbs were dealt a blow Saturday when the U.S. House failed to approve legislation that would change rules on railroads.

Local members of Congress had hoped the measure would help thwart CN's plan to reroute the Elgin, Joliet & Eastern line, but they could not muster a majority.

The legislation passed in a narrow majority, 241-187, and a similar measure was rejected in the Senate.

The measure passed in the House Transportation and Infrastructure

Committee.

CN's plan to reroute the E.J. line, which runs from Waukegan to Gary, Ind., to bypass Chicago's congested rail yards. Some suburbs oppose the plan because they would see a doubling or quadrupling of freight trains and more blockading of streets. Other suburbs and states support the plan.

The measure would require railroads to file with the Federal Railroad Administration a plan for rerouting freight trains through suburbs.

Rep. Bill Shuster (R-Pa.) said the measure could hurt the nation's rail system at a time of increasing congestion and economic difficulties.

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