



Environmental Impact Statement

16853



CN | EJ&E

Voicemail Transcript

**Draft Environmental Impact Statement for the Proposed
Canadian National Railway Company Acquisition of the
Elgin, Joliet and Eastern Railway Company
STB Finance Docket No. 35087**

File	093008_Muskat2.wav	Date	09/30/08 7:19 PM	Transcribed by	WK
F. Name	Julian	L. Name	Muskat		
Title	Business			Dept	
Address	916 Washington Street				
Address 2					
City	Waukegen	State	IL	Zip	60085

Transcript:

As I was saying in the first message, the grade crossings need to be improved upon by converting them to viaduct, overpass, or underpass, whichever is appropriate, but without making a big expense out of this railroad, we've seen where the track bed has not been elevated, the contractors have simply dug underneath the track bed, installed the steel and the concrete and called it a day, and when they're done, the road traffic, simply goes under the tracks. There are many cases like that. The newest one, in Lake County, Illinois, is to be found on Senset, between Green Bay Road and Delaney Road where the tracks go north and south where Sunset and the tracks were not lifted up, they did it the cheapest way possible, but we need new money to do these things and that's where the Canadian National Railway comes in. One of the other objections raised by the people in Barrington is what about a situation where you have an ambulance and the ambulance is confronted by a long railroad train that's going over the crossing? Well, there's a simple answer for that as well. It goes like this, instead of using vehicles for ambulances where you have to cross railraod tracks, you have some decomishoned helicopters that can be used for medivac operations, just like they were used in Vietnam and so on. The helicopters will go right over the tracks with the patient and take the people to the hospitals. Maybe we could get the railroad to help subsidize the purchase of these helicopters that could be used. Communications systems could also be used so that the ambulances know when the train is coming and decide whether they would go to a hospital that would neccessitate crossing the tracks, or going to a hospital on the same side of the tracks that they're operating on when they start with the patient. There are solutions to a lot of these problems, yes, they do involve money, but we need to find new sources for financing and paying these expenses because the EJ&E is an important railroad and it needs our help and I think the Canadian National railway people, especially how well they have done with the Wisconsin Central Line, which started up with commuter trains in 1996 and it's had double tracking thanks to Congressman Kirk. They have a good record, they've really performed well for the American people, and we are hopeful that your board will recognize the good things they've done and fully approve their application to pourchase the line from U.S. Steel and get the improvements going for the benefit of the people here in the Chicagoland area. I can be contacted by <cut off>