

**Subject: FW: Durbin & Bean Ask For Meeting with CN CEO**

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**From:** Deborah Barry, Secretary <deborah.barry@deerparkneighbors.com>

**Conversation:** Durbin & Bean Ask For Meeting with CN CEO

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**Subject:** Durbin & Bean Ask For Meeting with CN CEO

In a February 28 letter to CN CEO E. Hunter Harrison, Rep. Melissa Bean and Sen. Dick Durbin requested a meeting to discuss their concerns about CN's proposed acquisition of the EJ. [We have uploaded a copy of that letter on the [www.fightrailcongestion.com](http://www.fightrailcongestion.com) website under the Press Releases and Documents tab.]

We are pleased that our federal elected officials are responding to our requests for firm action on this deal and that their qualified opposition at this point will soon become firm sustained opposition in defense of Northern Illinois' interests. We now have two allies who – by the very nature of the offices they hold -- are in the position to hold CN's feet to the fire in getting real answers to opponents' questions rather than accepting more of the CN pabulum that opponents have been fed thus far.

Because we know that Senator Durbin's stated concerns have focused on the two issues of how the acquisition will impact the proposed Metra STAR line and Amtrak operations, we hope that their discussions with Harrison will result in getting long-term guarantees that are written in stone. Right now, CN can give warm and fuzzy assurances about accommodating commuter and regional passenger rail because they know that there is no funding currently available to bring the STAR line project to fruition or build an alternative Amtrak access route in Chicago.

So, while CN tells us that it is willing to "continue to work" with Metra about the possibility of allowing it to use approximately 36 miles of the EJ for the STAR line, let's take a look at how CN may REALLY view that possibility.

- CN knows that when it ramps up Intermodal (container) traffic from a fully operating Port of Prince Rupert that the current EJ configuration doesn't have sufficient capacity to carry that traffic. The three-year traffic plan they've outlined in this acquisition proposal is just the proverbial camel's nose under the tent. In the years ahead, expect to see more CN rail lines laid next to the

existing line to carry their freight – NOT accommodate Metra trains (including any future STAR line.)

- CN talks about its willingness to do its “fair share” in terms of financing mitigation and admits that it will have to occur in “three or four” places. What CN hasn’t mentioned is that there is no history of the STB forcing any mitigation to actually be in place before the increased freight traffic starts flowing. Businesses and homes along the EJ from Waukegan to Gary will be sold at fire sale prices. Who will be buying? CN, of course. All the better to expand its footprint surrounding the EJ to accommodate continued growth in its operations. That community after community is destroyed by a loss of a thriving tax base, along with the individual home investments of their residents, is all in CN’s financial interests.

Senator Durbin and Representative Bean need to get some real good answers to these concerns when they meet with the folks at CN. It is hard to imagine a greater test of their leadership!

In the meantime, we urge you to forward this e-mail to 10 other people who have an interest in this issue to update them on this new development. And, if you have any questions you’d like CN to answer in the meeting with Rep. Bean and Sen. Durbin, get them to us and we’ll make sure that we pass them on to their offices.

Go to the Comments section at the bottom of the home page on the [www.FightRailCongestion.com](http://www.FightRailCongestion.com) website. Just type your comments and/or questions in, and then click on the “submit” button. People who have already registered by providing us their e-mail address don’t need to do so again.