

1
2 SCOPING MEETING FOR THE PROPOSED CANADIAN
3 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
4 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
5
6

7 PUBLIC HEARING
8 September 10, 2008
9 6:00 P.M.

10 Conducted by:
11 Heather Tarczan, Meeting Facilitator - MWW Group
12 Public Relations
13 Phillis Johnson-Ball, Deputy Chief of Staff, The
14 Section of Environmental Analysis - STB
15 John Morton, Project Manager - HDR Engineering
16

17 INDIANA UNIVERSITY NORTHWEST
18 3400 BROADWAY
19 GARY, ILLINOIS
20
21

22 CHIMNIAK REPORTING & VIDEO
23 Telephone: 312.781.9111
24 Reported by: Rachel F. Gard, Sharon Stuckly

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2 MS. TARCZAN: Good evening, ladies
3 and gentlemen. Can everybody hear me?
4 Thank you for attending tonight's meeting.
5 We are here tonight to hear your comments
6 on the Draft Environmental Impact Statement
7 that was released July 25th regarding
8 Canadian National Railway's proposed
9 acquisition of the EJ&E Railroad.

10 My name is Heather Tarczan, and
11 I'll be facilitating the meeting tonight.

12 Before we get started, I
13 would like to take this opportunity to
14 review some protocol for tonight's meeting.
15 For starters, I would like to ask that
16 everyone please turn off your cell phones
17 and please refrain from interrupting any
18 speaker or commenter. In a moment, I will
19 introduce those presiding over the meeting,
20 and there will be a short presentation on
21 the findings from the Draft Environmental
22 Impact Statement.

23 Immediately following this, we
24 will hear your comments. Each commenter

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1 will be given up to three minutes to speak.
2 The time clock will be displayed on the
3 screen behind me; and a yellow card will be
4 shown at 2 minutes and 30 seconds and a red
Page 2

5 card shown at 3 minutes. A list of
6 speakers in the order they will speaking in
7 will be displayed on the screen. Also I
8 will call forward the next two speakers in
9 line after each speaker so that we can be
10 as efficient as possible.

11 If you are interested in
12 speaking tonight and haven't yet
13 registered, please proceed to the
14 registration table located just outside
15 this venue. A staff person will be able to
16 assist you. Alternatively included in the
17 program you received tonight, you may
18 submit comments to the Surface
19 Transportation Board through a toll-free
20 number, website, or mailing address. There
21 are also comment forms and drop boxes as
22 well as court reporters located throughout
23 the venue.

24 Please recognize that all

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1 methods of comment received by
2 September 30th will be taken into
3 consideration and weighed equally.

4 Tonight we are here to listen to
5 your comments on the draft EIS. This is
6 not a question-and-answer session, though
7 we invite you to return to the open house

8 area if you have any questions or you would
9 like to provide your comments in a more
10 private setting with a court reporter
11 there.

12 We appreciate your courtesy as
13 we work to create an environment where
14 everyone can be heard. If you disagree
15 with a speaker, we ask that you not express
16 your disagreement out loud. Likewise,
17 please know that applause for a speaker may
18 cut into that person's time and ultimately
19 gives everybody less time to speak.

20 In the event that anyone is in
21 need of a Spanish translator, please let a
22 staff person know.

23 If you have any questions, we
24 have a number of staff available to assist

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1 you. Staff are identified with name tags
2 and located throughout the venue.

3 One quick housekeeping matter:
4 Emergency exits are located directly behind
5 you.

6 I'd now like to introduce the
7 people with me on stage: Phillis
8 Johnson-Ball, deputy chief of the Section
9 of Environmental Analysis for the Surface
10 Transportation Board and John Morton, team
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11 leader supporting the Section of
12 Environmental Analysis.

13 Phillis Johnson-Ball will now
14 make some remarks about the Draft EIS.

15 MS. JOHNSON-BALL: Welcome to our
16 public meeting. My name is Phillis
17 Johnson-Ball, and I'm with the Surface
18 Transportation Board's Section of
19 Environmental Analysis. The purpose for
20 our meeting tonight is to receive your
21 comments. This is your opportunity for
22 your voice to be heard. I know many of you
23 have concerns about this proposed
24 transaction, so please use this opportunity

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1 to tell us exactly what you want us to
2 hear.

3 I would like tonight to give a
4 brief overview of the functions of the
5 Surface Transportation Board, what the role
6 of the Section of Environmental Analysis
7 is, and a little brief overview about the
8 acquisition process.

9 The functions of the Surface
10 Transportation Board is to authorize
11 carrier actions, resolve carrier disputes,
12 to conduct rule-makings, adjudicate
13 reasonableness of rates, to monitor carrier

14 activity and industry performance, to take
15 enforcement actions, and to provide
16 information assisting to the public.

17 Many of you have already taken
18 advantage of the board's consumer
19 assistance project of office by calling in
20 and asking questions and providing us with
21 information. The Surface Transportation
22 Board is made up of three members. They
23 are appointed by the president, our
24 chairman. And these people are our

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1 decision-makers. Our chairman is Charles
2 Nottingham; vice chairman, Francis Mulvey;
3 commissioner Douglas Buttrey.

4 The Section of Environmental
5 Analysis is the board's environmental arm.
6 We conduct independent environmental review
7 for the Surface Transportation Board. We
8 provide technical advice to the board, and
9 we provide advice to the public. We also
10 ensure that the agency complies with the
11 National Environmental Policy Act, or NEPA.

12 Public participation, and that's
13 why we're here tonight, this is the most
14 critical part of the NEPA process. This
15 is the opportunity for the public to have
16 its voice heard. So please, and again I

17 say, take this opportunity to tell us what
18 you want us to know. Tell us what we did
19 in the Draft Environmental Impact Statement
20 that was good, if any. Tell us what we did
21 wrong. Tell us what we need to improve,
22 and tell us what is yet to be done.

23 Responses or comments to the
24 Draft Environmental Impact Statement must

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1 be submitted to the board by
2 September 30th. If your comment is
3 written, if it's mailed, it must be
4 postmarked by September 30th. If you
5 provide another of the methods such as the
6 phone, we have a 1-800 number, which is 1
7 (800) 347-0689. You can email comments to
8 the Surface Transportation Board. You can
9 provide comments by speaking tonight, and
10 you can also speak to the court reporters
11 out in the hall. All comments received
12 bear equal weight whether they're spoken
13 tonight or whether you provide them to us
14 in writing.

15 A bit about the application
16 process. The process begins when an
17 application is received at the board. The
18 board sets a procedural schedule to
19 consider the merits and the environmental

20 issues. The merits consist of the
21 economics, competitive issues, and
22 transportation issues. Parallel with that
23 process, we consider the environmental
24 impacts of a proposed transaction. These

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1 considerations and the environmental
2 process must be completed before the board
3 can make a decision on any transaction.

4 The board has three options in
5 response to a transaction filed with the
6 board. The board can deny; the board can
7 approve; the board can approve with
8 conditions on the merits and on the
9 environmental issues.

10 The board is a very small
11 agency. We have approximately 150 people;
12 nine of them compose the environmental
13 staff. So the board retains third-party
14 contractors to assist us in the preparation
15 of our environmental documentation.

16 This is not a unique process.
17 Most federal agencies also use this
18 process. The third-party contractor works
19 under the sole control and supervision of
20 the Surface Transportation Board. HTR is
21 the board's third-party contractor for this
22 propose. John Morton, our third-party

23 contractor, will give us a brief overview
24 of the results of the DEIS. Thank you.

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1 MR. MORTON: Thank you, Phillis.
2 I'd like to briefly cover some of the
3 results of the matters listed in the draft
4 environmental statement. I know that the
5 documents is a very voluminous document and
6 there's a lot of information in there. But
7 I'm only going to touch the surface of some
8 of those.

9 If you have questions, if you
10 want to, you know, look into any of the
11 issues we talk about tonight in more
12 detail, we're leaving the open house
13 portion of it, and the displays and the
14 maps are still out in the lobby. We have
15 staff out there identified by the name tags
16 that would be more than happy to answer any
17 questions that you might have.

18 First, today is to talk about
19 the applicant. CN is a Class 1 railroad.
20 It is a major shipper of freight, both
21 domestic and foreign. It operates five
22 rail lines that converge in the Chicago
23 area. Those are shown in this map in the
24 dark color. They operate about 150 miles

1 of rail line in the Chicago area.

2 EJ&E is a regional rail line
3 that operates in an arc around Chicago.
4 I'm sorry. It's in the orange color around
5 here (indicating). EJ&E has two major
6 yards: The East Joliet Yard in Joliet,
7 Indiana, and -- I'm sorry, Joliet Illinois,
8 and Kirk Yard in Gary, Indiana.

9 CN has identified three primary
10 purposes for acquiring the EJ&E. One is to
11 connect their five rail lines and provide a
12 continuous route around Chicago. The
13 second one is to get the paying control and
14 get use of Kirk Yard and East Joliet Yard.
15 And the third is to develop a more
16 extensive relationship with the shippers on
17 the East Joliet Yard, EJ&E.

18 The Draft EIS evaluated a number
19 of issues and information, and these are
20 the resource categories. I'm only going to
21 touch on just a few of those tonight.
22 First, the changes in the operations: I'm
23 going to talk about train traffic changes
24 in just a moment. But in addition to the

1 train traffic changes, CN also proposes to
2 construct six new connections. Three of
3 those connections are here in Indiana: One
4 at Griffith, one at Ivanhoe, and one at
5 Kirk Yard. They also propose to construct
6 19 miles of new parallel second track along
7 the existing main line. And actually all
8 of that is going to be constructed in
9 Illinois.

10 From an operational side, this
11 is a density map, and I know it's a little
12 hard to read. But I'll kind of walk
13 through it. The CN rail lines are the ones
14 converging in the center. This is a
15 schematic of the map I showed you earlier.
16 The light blue color shows the current
17 train traffic levels. You know, it's
18 indicative of the number of trains per day.
19 The dark blue color shows the proposed
20 train traffic. So from the map, it's easy
21 to show that what CN proposes to do is
22 divert some of the traffic moving through
23 the city today to the EJ&E and going around
24 the city. The expected increases are

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1 somewhere between 15 and 24 trains per day.
2 As a result of the analysis, a

3 couple of conclusions is that in certain
4 areas, the EJ&E rail line would be at or
5 very near its practical capacity. As a
6 result, the EIS concludes that it's very
7 unlikely that CN would operate -- or that
8 more trains or that the train traffic would
9 be higher than that estimated by CN.

10 The other finding from the EIS
11 is that Metra on-time performance can be
12 maintained with effective coordination.

13 The EIS evaluated train and
14 roadway safety issues. On the EJ&E arc,
15 because of the increased number of train
16 miles, there would be an increased
17 probability of train accidents and an
18 increased probability of highway accidents.
19 By the same token, on the CN rail lines
20 inside the arc, because of the reduced
21 number of freight trains, there would be a
22 reduced -- a decreased probability of train
23 accidents and highway accidents.

24 There are three roads or

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1 highways that the EIS identified as having
2 potential safety concerns, two of which are
3 Indiana; and that's Lake Street and Miller
4 Street in Griffith, Indiana.

5 The EIS evaluated passenger rail

6 and haz-mat safety. There's no passenger
7 rail operating today on the EJ&E. There is
8 passenger rail operating on the CN rail
9 line segments. And because of the reduced
10 number of freight trains, there would be an
11 improvement or an increase in passenger
12 rail safety. There will be a substantial
13 increase in the amount of hazardous
14 material shipped on the EJ&E rail line.

15 The EIS looked at transportation
16 systems. It evaluated 155 highway rail
17 at-grade crossings on the CN rail line
18 segments inside the arc. Of those 125 --
19 of those 155, 125 would show -- would have
20 a reduced number of trains crossing them.

21 The EIS evaluated 112 highway
22 at-grade crossings on the EJ&E. And of
23 those 112, 87 of them met the board's
24 threshold for environmental analysis. Of

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1 those, 15 the EIS identified as being
2 substantially affected; and those 15 are
3 shown on the maps. And it includes Broad
4 Street in Griffith, Indiana.

5 The EIS looked at air quality.
6 The EJ&E rail line is a longer route and,
7 consequently, there would be increase in
8 fuel use. But that increase in fuel use

9 would be offset by a more efficient route
10 and a freer flowing system. Consequently,
11 the EIS concluded that the air emission
12 changes in 2015 would not exceed current
13 regulations and would not impact the
14 region's air quality compliance.

15 The EIS also looked at emergency
16 response and identified 11 emergency
17 service providers: nine fire stations and
18 two, you know, medical services providers
19 that would be affected by the transaction;
20 and those are shown on the map behind me.
21 And we also identified them specifically on
22 the boards out in the hallway, if you want
23 to look at them.

24 The EIS looked at noise. There

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1 would be about 3,000 residences that now
2 would have a noise level above 65 dBA near
3 the EJ&E. There would be about 2700 that
4 would have less noise along the CN rail
5 line segments. In addition, one quiet
6 zone, the Barrington area quiet zone,
7 without mitigation would lose its quiet
8 zone status.

9 The EIS identified a number of
10 mitigation measures, and these are listed
11 both in the executive summary of the EIS as

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12 well as in Chapter 6 of the Draft EIS.
13 Part of that is that CN provided 76
14 voluntary mitigation measures. Those are
15 all listed in there. Here are the
16 categories that the mitigation falls in.
17 But in addition to that and on top of that,
18 CN identified 72 additional mitigation
19 measures.

20 And, once again, those are the
21 categories that those additional mitigation
22 measures fall into. All the mitigation
23 measures are listed in the Draft EIS in
24 Chapter 6 and also in the executive

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1 summary, which is once again available in
2 the open house area in the lobby.

3 Finally, as Phillis and Heather
4 noted, there's a number of ways to provide
5 comments. And I encourage you all to take
6 advantage of each and every one of those.

7 With that, I'd like to turn it
8 back over to Heather.

9 MS. TARCZAN: We will now begin the
10 comment portion of our meeting. Let me
11 remind you that we will adhere to the
12 three-minute rule, which begins as soon as
13 you start speaking. If three minutes is
14 not enough time for you, please feel free

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15 to speak with the court reporter in the
16 open house area to complete your remarks.
17 We also invite you to submit your full
18 written comments to the court reporter
19 located on the left-hand side of the stage.

20 To be fair and consistent, if
21 you speak beyond three minutes, I will
22 begin to announce the next group of
23 speakers. I would now like to ask the
24 first commenter, Mark Lopez, to please come

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1 to the microphone. Following Mr. Lopez
2 will be Ann Valentine and Senator Karen
3 Tallian.

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1 MR. LOPEZ: On behalf of Congressman
2 Pete Visclosky, I would like to read the
3 following remarks in for the official
4 record: I would like to thank the Surface
5 Transportation Board's Section of
6 Environmental Analysis (SEA) for hosting
7 today's public meeting, and I would like to
8 thank the residents and elected officials
9 of Northwest Indiana for their attendance.

10 Since CN first announced its
11 intention to acquire the EJ&E which will
12 result in a three-fold increase in train
13 traffic in the fall of 2007, I have
14 sincerely tried to find a silver lining in
15 the transaction for the people of Northwest
16 Indiana. After months of fruitless
17 searching and after reading the Draft
18 Environmental Impact Statement, I have to
19 concede there's not one benefit to be
20 found.

21 There is no economic benefit to
22 the region. The DEIS states that this
23 transaction will result in a loss of 300
24 jobs in the region. There's no energy and

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1 environmental benefits. The DEIS states
2 that this transaction will not take trucks
3 off the road and result in more burning of
4 fuel and gasoline and diesel. There's no
5 public safety benefit. The DEIS states
6 this transaction will increase the
7 likelihood of a train accident on the EJ&E
8 line by 28 percent, which our area can ill
9 afford.

10 while the DEIS identifies some
11 major environmental detriments that will
12 result from this acquisition, it in no way
13 provides matching solutions. The
14 Mitigation section of the 9-inch thick,
15 multiple-volume DEIS is a meager 32 pages
16 and is sorely lacking in detail and real
17 relief for the citizens on the EJ&E line.

18 CN is quick to state that
19 taxpayers should foot the bill for any
20 necessary mitigation. The taxpayers should
21 not be held financially responsible for
22 mitigation expenses, which in this
23 transaction could be in the hundreds of

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24 millions of dollars.

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1 So as it currently stands, this
2 transaction will have absolutely no
3 positive impacts on the communities on the
4 EJ&E, and we are expected to merely accept
5 that our lives will be dramatically altered
6 for no reason other than it is good for
7 CN's bottom line.

8 Congressman Visclosky urges the
9 SEA to strengthen the DEIS and impose
10 mitigation conditions on CN that will
11 ensure the quality of life for Northwest
12 Indiana.

13 In addition, the Congressman
14 requests the SEA to hold an additional
15 hearing in Northwest Indiana and to extend
16 the public comment period an additional 30
17 days to allow the residents of the region
18 ample opportunity to express their concerns
19 with the impact of this transaction.

20 To that end, I would like to
21 submit a letter from myself, Senator Lugar,
22 Senator Bayh, Governor Daniels requesting
23 that the STB take these actions.
24 Congressman looks forward to continuing to

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1 work with community leaders in Indiana to
2 hopefully prevent this transaction from
3 occurring and, at the very least,
4 alleviated the burden the affected
5 communities bear.

6 Thank you again for the
7 opportunity to share my remarks on this
8 very important matter.

9 MS. TARCZAN: Ann Valentine, Senator
10 Karen Tallian, Mike Mohan. And let me ask
11 everybody to please be sure to state your
12 name, the office that you represent, or the
13 city that you're from. Thank you.

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1 MS. VALENTINE: I'm Ann Valentine,
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2 Policy Director for Transportation with the
3 Office of Indiana Governor Mitch Daniels.
4 The following is the statement of Indiana
5 Governor Mitch Daniels: Thank you for the
6 opportunity to provide comments, and thank
7 you to Congressman Visclosky for his
8 leadership and engagement with the local
9 community on this issue.

10 As the "Crossroads of America,"
11 Indiana has a particular interest in
12 ensuring adequate infrastructure to
13 maintain a vibrant economy. For
14 transportation -- and specifically rail --
15 this means balancing the need to move
16 people and freight safely and rapidly while
17 ensuring Hoosiers have safe and livable
18 communities.

19 First, despite the enormous
20 concern about this transaction
21 (unprecedented according to the Surface
22 Transportation Board staff) and its
23 significant impact on Northwest Indiana, I
24 am disappointed the Surface Transportation

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1 Board has seen fit to conduct only one
2 public meeting in Indiana during this
3 comment period. The proposed
4 purchase by Canadian National of the Elgin,
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5 Joliet & Eastern Railroad has a significant
6 impact on Northwest Indiana. While the
7 majority of the rail crossings in this
8 transaction are in Illinois, virtually all
9 of the rail traffic will run through
10 Northwest Indiana. Communities such as
11 Griffith, Dyer, and East Chicago will see
12 more trains more frequently and will
13 experience longer delays at crossings.
14 Economic development projects such as the
15 expansion of the Gary Airport and extension
16 of the South Shore Line are also impacted
17 by this transaction.

18 After reviewing the STB's Draft
19 Environmental Impact Statement, too many
20 questions are left unanswered and
21 significant safety and congestion concerns
22 remain. This morning, I submitted detailed
23 written comments on this matter to the STB.
24 Chief among my concerns is that the DEIS

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1 contains voluntary mitigation measures.
2 without specific mandatory mitigation
3 measures (and accompanying deadlines and
4 financial commitments) and without a
5 legally binding commitment from Canadian
6 National to complete the mitigation
7 measures, the burden of this transaction

8 will rest entirely on affected communities
9 and the State of Indiana.

10 This is not acceptable to the
11 citizens and communities of Northwest
12 Indiana, nor is it acceptable to me. I
13 commit the expertise and service of the
14 Indiana Department of Transportation to
15 serve as a resource for CN and local
16 communities as they determine appropriate
17 safety improvement measures and congestion
18 mitigation. I ask the STB to require CN to
19 commit to mitigate at its own expense the
20 safety and congestion impacts caused by
21 this transaction. Thank you.

22 MS. TARCZAN: Senator Karen Tallian,
23 Mike Mohan, Stan Hendricks.
24 Senator Tallian?

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1 Mike Mohan, Stan Hendricks, Fred
2 Millar.

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1 MR. MOHAN: My name is Michael
2 Mohan, and I am CN's vice president of
3 service. Thank you for the opportunity to
4 speak this evening about CN's proposed
5 acquisition of the major portion of the
6 EJ&E.
7 CN is the fifth largest railroad
8 in North America. In addition to our
9 transcontinental operations across Canada,
10 we operate in 16 states in the United
11 states, including Indiana. CN currently
12 has more than 250 employees in Indiana with
13 an annual payroll of nearly \$16 million,
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14 and we spend another roughly \$22 million
15 annually in the state.

16 Our proposed acquisition of the
17 major portions of the EJ&E is intended to
18 help address the severe rail congestion
19 plaguing the Chicago and Northwest Indiana
20 regions. This transaction would enable CN
21 to divert most of our trains that currently
22 operate through downtown Chicago onto the
23 underutilized EJ&E line. By doing so, this
24 transaction would streamline CN's

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1 operations while also providing a privately
2 funded, partial remedy to the costly and
3 inefficient rail congestion in Chicago.

4 Importantly, roughly 60
5 communities inside the EJ&E would also
6 benefit from reduced train traffic as a
7 result of the transaction, including the
8 towns of Munster and Highland in Indiana.

9 In addition, Gary will see
10 millions of dollars in new private
11 investment to upgrade Kirk Yard to a major
12 railcar classification facility. The
13 related employment potential provides new
14 opportunities for Gary and the region.

15 Finally, since filing our
16 application last year, CN worked closely in
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17 supporting the EJ&E in discussions with the
18 Gary Chicago International Airport and
19 other railroads regarding the airport's
20 expansion plans. Those discussions
21 successfully produced a signed four-party
22 agreement that provides the framework for
23 relocating the EJ&E line so that the
24 airport may fully carry on its plans. Even

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1 though CN was not signatory to the PMU, we
2 will honor the agreement if the transaction
3 is approved.

4 CN understands the concerns
5 about increased train traffic that have
6 been raised by communities along the EJ&E.
7 CN has been an active participant in the
8 SEA environment review process, and CN had
9 done everything possible to help facilitate
10 this process. CN has also undertaken an
11 extensive community outreach effort with
12 the goal of developing voluntary mitigation
13 agreements with communities along the EJ&E.

14 My colleague, Eric, and I have
15 met with every community located along the
16 EJ&E line willing to meet with us including
17 Gary, Griffith, Schererville, and Dyer. We
18 have been successful in reaching agreements
19 with other communities like Joliet, and we

20 have productive discussions ongoing with a
21 number of other communities.

22 There's no dispute about the
23 transportation benefits of the transaction
24 and the lack of serious competitive issues.

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1 what I want to emphasize this evening is
2 CN's commitment to addressing legitimate
3 environmental concerns related to train
4 traffic increases.

5 At the same time, we are hopeful
6 that people will recognize the benefits
7 this transaction will bring to the Chicago
8 and Northwest Indiana region generally as
9 an important step to solving the rail
10 congestion that plagues the region and to
11 the more than 60 communities that will see
12 train traffic decreases.

13 I thank you again for the
14 opportunity to provide CN's perspective on
15 this transaction.

16 MS. TARCZAN: Stan Hendricks. Fred
17 Millar, Cheryl Satkus.

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1 MR. HENDRICKS: Good evening. My
2 name is Stan Hendricks. My property is
3 located at 1832 Hart Street in Dyer,
4 Indiana.

5 I've corresponded with this body
6 on several occasions, and I appreciate the
7 opportunity to voice my concern here.

8 I previously documented some of
9 this information as it appears in the Draft
10 Environmental Impact Statement, and I am
11 here today to state why I feel that
12 statement is flawed.

13 At the January 16th meeting, I
14 spoke with someone who identified himself
15 as an employee of the HDR Engineering firm.
16 At that time, I verbally granted him access
17 to my property for the purpose of placing
18 vibration and noise-monitoring equipment.
19 The person took my name and address. I was
20 led to believe that this would be done.

21 Upon reviewing the Draft
22 Environmental Impact Statement, I found
23 that the monitoring equipment was placed
24 nowhere near my building. My building sits

1 10 feet from the center of the rail line,
2 not 200 feet as indicated by the Draft
3 Impact Environmental Statement.

4 As mentioned in my original
5 documentation, not only is there a major
6 concern with noise and vibration levels but
7 there's added concern with safety.
8 Derailment, which causes an accordion
9 effect, or cars being knocked into my
10 building is a real and serious concern.

11 The increase in rail traffic
12 will not only negatively impact my building
13 but will also negatively impact the ten
14 people that work at the two companies that
15 occupy that space.

16 Noise, vibration, and safety are
17 three major issues which should have been
18 addressed in the Draft Impact Statement at
19 the Hart Street location, but they were
20 not. These concerns, and I'm sure there
21 are others, bring into question the
22 reliability and validity of the statement.

23 Also in recent litigation, it's
24 been found that local governments do not

1 have authority over problems resulting in
2 this type of infrastructure. Only the
3 federal government can take the best
4 interests of individuals such as myself
5 into concern.

6 Therefore, I would ask that the
7 Surface Transportation Board review the
8 Draft Impact Statement for its validity and
9 deny the Canadian National proposed
10 purchase EJ&E rail line. Thank you.

11 MS. TARCZAN: Fred Millar, Cheryl
12 Satkus, George Van Til. Fred Millar?
13 Cheryl Satkus.

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1 MS. SATKUS: Hi. My name is
2 Cheryl Satkus, and I live at 330 North

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Indiana Street in Griffith, Indiana.

I've lived at 330 North Indiana
for 23 years. Across the street from my
home is Tot Park. Tot, that's T O T,
as in kiddie park. For 23 years I've
watched small children play in that park.
I've seen parents push their little ones in
baby swings and watched kids play on the
teeter-totters.

Currently, on some afternoons,
you can see four-year-olds practicing
soccer. Kids of all ages, and older kids
too, play basketball at the basketball
court there. And I've seen senior citizens
come and go at the senior citizen center
located just north of the basketball court.

On the other side of the park is
the set of EJ&E Railroad tracks. And for
23 years, I've watched as the EJ&E hauled,
and continues to haul, all kinds of
hazardous materials along these tracks.
Just last night at 8:20 p.m. two trains

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hauling various materials came rolling by
at a pretty fast clip -- so fast I could
barely read the placards.

I'd like to comment on just two
of those hazardous materials that were on

6 those trains last night. Chlorine,
7 according to the 2008 Emergency Response
8 Guidebook, is placarded at 1017 and is
9 toxic and may be fatal if inhaled.
10 According to this Guidebook, "if tank, rail
11 car, or tank truck is involved in a fire,
12 consider initial evacuation for one-half
13 mile radius."

14 Butane was another material I
15 observed last night. Butane is placarded
16 as 1075 and has a red placard to indicate a
17 fire hazard. Butane is extremely flammable
18 and can be easily ignited by heat or
19 flames. Evacuation in this case would be a
20 one-mile radius.

21 Members of the STB, the town of
22 Griffith has a volunteer fire department
23 and is already unprepared to appropriately
24 respond to an incident from a leak or spill

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1 or derailment. Now the Canadian National
2 Railroad wants to increase these hazards
3 that are rolling past our parks, our
4 children, and our senior citizens by four
5 times what we already can't handle. With
6 your permission, Canadian National will
7 increase the chances of an incident at Tot
8 Park by 30 percent.

9 That's -- Please do what's right
10 and moral and deny the Canadian National
11 requests to bring even more hazards and
12 poisons through our residential communities
13 and past our kids. Thank you.

14 MS. ADAMS: George Van Till.
15 Stan Dobosz. Karen Kroczek.

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1 MR. VAN TIL: My name is George Van Til.
2 I'm a Lake County surveyor. My job
3 involves dealing with quality of life
4 issues for the people of Lake County. But
5 what I'm here for tonight is the fact that
6 my people, my family have been in the area
7 that we're talking about, in the affected
8 area, for more than 100 years and myself
9 more than 50.

10 I found out tonight earlier that
11 the railroad tracks that I live several

12 hundred feet away from are going to lose
13 traffic, maybe down to only two or three
14 trains a day. But I don't care. I'm still
15 here because I totally, totally oppose this
16 because of the quality of life that we're
17 talking about.

18 The booklet says -- the STB says
19 this is a minor transaction. Not for us
20 it's not. Not for tens of thousands of
21 people.

22 I go to work every day like so
23 many thousands and tens of thousands of
24 people do or come back. That will be

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1 absolutely affected by this. Our
2 recreation, our socialization, so many
3 things will be affected by it.

4 You talk about the environment.
5 Well, there is a lot of things that have
6 been brought up here. Noise. Air
7 pollution. Safety. What about the wasted
8 time?

9 We're talking about going from
10 eight or ten trains a day to 28 or 30 or
11 more. That's an incredible amount. It's
12 difficult now. The way that I travel and
13 all the people in the west middle part of
14 the county, we all the time are held up by

15 trains. I just cannot imagine how bad it
16 will be.

17 I asked somebody out there
18 before we came here, I said, tell me what
19 positive benefit that can have for our
20 area. And nobody out there could tell me
21 that because there just isn't.

22 It's going to degrade our
23 property values and our quality of life.
24 There's no question about that.

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1 It's just north and south is
2 enough split up the way it is. You know, I
3 was thinking, and you might -- think about
4 this. Our steel mills are now owned out of
5 England. Our tollway, Spain, Australia.
6 Even our beer, by Belgium. And now we're
7 talking about our good friends in Canada.
8 It's not so much that they're foreign
9 countries, but the farther away that you
10 are from where we are here locally, the
11 more you care about the profit margin
12 instead of the quality of life. It's just
13 human nature.

14 I beg you. The quality of life
15 that we're talking about is something that
16 would change dramatically, change
17 traumatically in our area.

18 I believe this is one of the
19 biggest threats that I have ever seen as a
20 citizen or as an elected official for the
21 west middle part of our county. I'm very
22 worried about it. Please stop.
23 MS. ADAMS: Stan Dobosz. Karen Kroczek.
24 B. Jackson.

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1 MR. DOBOSZ: My name is Stan Dobosz.
2 And I'm a councilman in the town of
3 Griffith. We have filed our comments with
4 the board many months ago, so we need the
5 concerns of our public to be heard.
6 Also I'd like to thank the STB
7 for rejecting the Canadian National
8 requests to approve pending acquisition of
9 the EJ&E before completing the
10 environmental review process which is
11 required by the National Environmental
12 Policy Act.
13 Yesterday I was in Washington,
14 D.C., and attended a hearing by the
15 committee on transportation and
16 infrastructure chaired by Chairman James
17 Oberstar. They were hearing testimony on
18 HR 6707 which is taking responsible action
19 for community safety acts. The bill is
20 sponsored also by Pete Visclosky.

21 The bill requires the STB to
22 reject proposed acquisition if it finds the
23 transactions have adverse impact on
24 affected communities that outweigh the

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1 transportation benefits of the transaction.
2 what I see now is that they're
3 moving one problem to another problem without a
4 solution.
5 with the proposed sale, the
6 increased traffic, it appears the town of
7 Griffith will be the most severely impacted
8 community in Northwest Indiana going from
9 nine trains a day to 38.
10 There are no economic benefits
11 for the town of Griffith with this
12 increased train traffic. The transaction
13 would have an adverse effect on property
14 values.
15 The environmental impact, noise,
16 vibration, whistle blowing, air quality
17 will be disruptive to those neighborhoods.
18 A derailment would be catastrophic for
19 those residents.
20 Trains reported to be 8,000 feet
21 long would cut our town in two. In an
22 emergency, the delay response time would
23 double for police and fire department and

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24 ambulance service with the total of these

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1 trains coming from this area.

2 All three fire stations and
3 police stations in the town of Griffith are
4 located on the west side the tracks. If
5 the crossings are blocked, response time
6 could double.

7 The town of Griffith to protect
8 their citizens would need to consider
9 building a fire station on the east side of
10 town, hire addition police to cover that
11 side of town, a solution that we cannot
12 afford.

13 The Broad Street crossing is a
14 major north-south thoroughfare with 25,000
15 vehicles daily. It has been singled out by
16 the transportation board that it will be
17 seriously impacted by the proposed sale.

18 Delays at the Broad Street
19 crossing will only aggravate a bad
20 situation adding to a serious air quality
21 situation, causing additional traffic
22 problems for our downtown area which we're
23 trying to revitalize.

24 Thank you for your time.

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1 MS. ADAMS: Karen Kroczek. B. Jackson.
2 Anne D. Collins.
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1 MS. KROCZEK: Hello. My name is
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2 Karen Kroczek. I'm from Munster, Indiana.
3 I want to thank you for hosting this public
4 hearing and for refusing to approve sale
5 prior to the DEIS report.

6 I would like first and foremost
7 to say that the human cost does not seem to
8 be reflected in the DEIS report. And I'd
9 like to see more attention paid to the
10 issues of health as a consequence of
11 increased diesel fuel and time spent
12 waiting for the trains. We are going to
13 have health impacts. And I think that that
14 is a very tangible cost which needs to be
15 measured in some positive sense.

16 Newspapers and periodicals now
17 are talking more about incidents of chronic
18 bronchial problems, cancer, et cetera, in
19 areas on the east and west coast where
20 we've had increased amounts of
21 transportation. That needs to be measured
22 and we need to gauge that down the line
23 somewhere.

24 We live in cancer alley. From

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1 Joliet through Gary, Indiana, there are
2 higher rates of chronic and awful diseases
3 like cancer than there are in the rest of
4 the state. In our area, we already suffer
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5 from industrial pollution. This is just
6 another nail in our coffin.

7 I also feel that the hazardous
8 material question needs to be considered
9 very carefully since Canadian National does
10 not have the best track record on that. I
11 understand that they have a lawsuit against
12 them right now in Canada for some area that
13 they have not cleaned up after a hazardous
14 spill. As Mr. Dobosz mentioned, that would
15 be a tragedy in Griffith especially since
16 emergency vehicle response times would be
17 problematic.

18 Second, I want to emphasize this
19 plan pits one northwestern Indiana
20 community against another. This area is
21 trying to recover from some very serious
22 economic problems over the last 20 years.
23 We need the network opportunity that were
24 envisioned in the Marquette plan and the

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1 Northwest Indiana Regional Planning
2 Council.

3 This plan works against both of
4 those opportunities. If this area is to
5 thrive, we must work together to create a
6 better economy, not be at loggerheads to
7 snare a few jobs in Gary.

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8 The motley crew of people that
9 are supporting this from Mitch Daniels to
10 Visclosky and Dick Durbin suggest that
11 generally speaking we see no benefit to
12 this program for Northwest Indiana and we
13 really appreciate it if you would at least
14 expand the number of meetings and the
15 amount of time to study the problem.

16 Thank you very much.

17 MS. ADAMS: B. Jackson. Anne D. Collins.
18 Steven Kramer.

19 B. Jackson. Anne D. Collins.

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1 MS. COLLINS: Good evening. I came
2 tonight to point out something that's been
3 a problem in my town and I've learned a lot
4 which I appreciate very much both from the
5 presentation that you have made and from
6 the information provided by Canadian
7 National.

8 I was inspired to come because I
9 had a problem in Merrillville for the last
10 five years. I do live in Merrillville by

11 the way. When I go north, we have to go
12 across the Canadian National tracks.

13 For five years, they were in the
14 most deplorable condition. At times, you
15 had a half mile at least back waiting to
16 cross the tracks because the tracks were in
17 such terrible condition, you had to just
18 ease yourself across.

19 Merrillville schools, the
20 Merrillville town, the Merrillville fire
21 department and citizens begged for relief.
22 Most of the time when we call the number we
23 found for that, we had a busy signal or
24 just a response that we will look into

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1 that.

2 And I'm not kidding about the
3 condition of the tracks. They were just
4 absolutely horrible. And I'm not joking
5 about easing across.

6 we run 78 school busses across
7 that track every day. Some of our schools
8 are on the north side of town and they have
9 to cross those tracks. And needless to say
10 that required a lot of maintenance.

11 My feeling on this is that if
12 you have a neighbor who doesn't take care
13 of his property, you don't want him buying
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14 up other property in the neighborhood. And
15 this is -- this is a strong feeling I have
16 about this.

17 If they couldn't maintain the
18 railroad tracks on 53 and 55 in the town of
19 Merrillville which are our main north-south
20 passages through town and also the
21 evacuation route for the cities of Gary,
22 Griffith and Highland, you cannot expect --
23 you have doubts about their ability to
24 provide for these many, many more crossings

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1 that they will be responsible for.

2 And I really do mean I
3 appreciated the information from both
4 groups tonight. It's very helpful. I am
5 still against the acquisition because I
6 think the mediation you were talking about
7 and others have spoken to are something you
8 really need to have an absolute guaranteed
9 writing before you allow any acquisition at
10 all.

11 There should be no question of
12 who pays for what and what needs to be
13 done.

14 Thank you very much.

15 MS. ADAMS: Steven Kramer. Joseph
16 Svetanoff. Joseph Gomeztagle.

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1 MR. KRAMER: Good evening. My name is
2 Steve Kramer. I live in Dyer, Indiana. I
3 live at 1622 Magnolia which is right next
4 to the railroad tracks. And I'm here on
5 behalf of the town of Dyer residents, as a
6 tax payer, as a father. I have four kids
7 that live at my house with my wife.
8 They're 17, 18, 19 and 21.

9 For Dyer, Indiana, the first
10 thing I found strange was nothing was
11 listed in the documentation that I've seen,
12 nothing was listed out in the hallways on
13 all your pamphlets. I talked to one
14 gentleman and he said it's probably buried
15 very deep. Take a look. Well, I'm tired
16 of Dyer being buried very deep.

17 we have several unique problems
18 in town that have not been addressed. I
19 cannot believe that no one seen the largest

20 hospital in the area right at State Line
21 and Route 30 just a block or two away from
22 a major intersection.

23 It's not listed on your
24 emergency response. Neither is the town's

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1 fire department or police department. It
2 is within blocks of three different rail
3 crossings.

4 The other problem is Route 30 is
5 a major alternative route for 80-94.
6 whenever there's a problem, all of the
7 traffic and all of the truck traffic is
8 directed down Route 30.

9 I'm not a lawyer. I'm not a
10 speaker I'm just coming here on behalf of
11 the town residents. Our town which if this
12 proposed rail line is coming through is
13 going to bisect it running east and west.
14 we have one east and west artery. That is
15 Route 30. The other is Lake and Hart
16 Street.

17 what is unique to it is we have
18 the CSX Rail Line that runs north and south
19 parallel. This line crosses the CN --
20 proposed CN which is the EJ&E right now.
21 It hauls freight and it also hauls the
22 passenger train Amtrak. We have an Amtrak

23 station in town. That's not listed.
24 we have school busses that need

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1 to cross there, emergency vehicles. we
2 can't possibly be rail locked where there's
3 no emergency availability, no connection to
4 the hospital, nothing.

5 I don't understand why these
6 things were not addressed in any of your
7 studies. And I see this yellow card
8 coming, so I'm going to tell you our
9 environmental study that we done. Imagine
10 that table shaking. Imagine those glasses
11 banging back and forth. This is in the
12 middle of the night or all day, early
13 morning. In the middle of your sleep, what
14 we hear is ERRRRRRRRRRRRRRRRR. Thank you.

15 MS. ADAMS: Joseph Svetanoff.
16 Joseph Gomeztagle. Judi Schoon.

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1 MR. SVETANOFF: Good evening. My
2 name is Joseph Svetanoff. And I'm an
3 attorney with Austgen, Kuiper and
4 Associates here representing the town of
5 Schererville.

6 First before I begin, I would
7 like to thank both Edmund Malinowski who is
8 the director of planning and building and
9 Joseph Kruzan who is a fire chief within
10 the town of Schererville for accompanying
11 me here tonight to view everything and to
12 hear all the comments that are coming
13 before you.

14 For nearly one year, the local
15 news media has reported on the potential
16 acquisition of the Elgin, Joliet and
17 Eastern Railway Company by the Canadian
18 National Railway Corporation.

19 The Canadian National Railway
20 Corporation has continued to represent to
21 the Surface Transportation Board that it
22 contemplates through this acquisition that
23 there will be improved railway operations,
24 more efficient train movements and the

1 reduction of congestion with favorable
2 economic and environmental impact upon
3 northwest Indiana.

4 Moreover, the Canadian National
5 has indicated that there will be no
6 anticipated adverse safety impact
7 concerning the potential increase in train
8 traffic.

9 The town completely disagrees
10 with the above-mentioned claimed benefits
11 presented by the Canadian National and has
12 consistently raised the following concerns
13 regarding this acquisition to the Surface
14 Transportation Board which are as follows:
15 The increase in train traffic upon the
16 safety of the citizens within the town of
17 Schererville. The impact and delay upon
18 transportation systems specifically
19 concerning our most important emergency
20 responders. The increase of noise and
21 vibration. The increase of air pollution.
22 The increase of hazardous waste transport.

23 And mitigation steps requested
24 of Canadian National Railway by the town

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1 are namely a grade separation of Kennedy
2 Avenue, acquiring a train location

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3 monitoring system for the town and creating
4 a new quiet zone corridor for the 213th
5 Street crossing.

6 Furthermore, Schererville town
7 officials along with their attorneys have
8 identified definite impacts which will
9 occur affecting the quality of life of the
10 town resident citizens based upon the
11 above-mentioned concerns.

12 Moreover, the town council has
13 passed two town council resolutions and
14 collected approximately 6,352 signatures of
15 citizens in and around the town which have
16 opposed this acquisition and its negative
17 effects.

18 Additionally, the town while
19 voicing its concerns directly to the
20 Canadian National has never been
21 approached, contacted or presented any type
22 of mutually-acceptable agreement which was
23 encouraged by the Surface Transportation
24 Board within the DEIS.

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1 In closing, we encourage the
2 Surface Transportation Board to review our
3 environmental response and attached
4 exhibits. Thank you.

5 MS. ADAMS: Joseph Gomeztagle. Judi

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Schoon. Dennis Ruthrauff.

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1 MR. GOMEZTAGLE: Thank you very much
2 for --
3 MS. ADAMS: Please state your name.
4 MR. GOMEZTAGLE: Joe Gomeztagle.
5 Just today, September the 10th, a local
6 newspaper announced that Lear, a plant
7 located in Hammond will lay off
8 approximately 121 workers. That's due

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November the 3rd.

Several months prior to that,
Union Tank located in East Chicago closed
its plant laying off approximately 400
employees.

Canadian National Railroad
Company provides Lake County with an
opportunity we have all been waiting for.
The opportunity. On October 30th, we all
know that Canadian National Railway Company
and Grand Trunk filed application with
Surface Transportation which is STB seeking
the board's approval to acquire control of
the EJ&E.

On July 23rd, STB provided a
draft of the environmental impact statement

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which is the EIS.

This potential purchase provided
Northwest Indiana with an opportunity to
first understand what is EIS study. How it
affects not only one community in regards
to jobs but how it enhances our quality of
life. We must learn to collaborate and
cooperate, to mediate issues in an
effective and efficient method.

America and Indiana is faced
with a global economy, a competitive

12 market. Location, location, location is
13 the most important element in real estate.

14 Northwest Indiana is in a
15 pivotal position because of its location.
16 We must understand rights and
17 responsibilities to our communities.

18 To be competitive and provide a
19 future for our children and capitalize on
20 this opportunity, we must make an effort to
21 understand our rights and responsibilities
22 associated with them. We can relate to our
23 rights the right to speak, the right to
24 live in any way we want and the right to

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1 vote. But all too often we forget about
2 our responsibilities.

3 In this case, our responsibility
4 is to be well informed about EIS, to
5 participate in a dialogue, not discussion.
6 I often see discussions as concussions. To
7 listen and learn about issues that bring an
8 opportunity to the community. A big part
9 of this communication -- a big part of
10 this. Communication. It's important in
11 order to achieve our goal. Complaining
12 does not work as a strategy. We have to
13 work as a community.

14 Northwest Indiana has an

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15 opportunity to provide awareness about the
16 possibilities that are before us. Thank
17 you very much.

18 MS. ADAMS: Judi Schoon. Dennis
19 Ruthrauff. Ron Bartnicki.

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1 MS. SCHOON: Hi. My name is Judi
2 Schoon. I live at 304 North Wiggins,
3 Indiana -- Griffith, Indiana. I'd like to
4 thank the board today for giving me the
5 opportunity to speak to you.

6 After listening to the comments
7 out there and listening to the boards and
8 seeing all the maps and everything, I felt
9 compelled that I really needed to get my
10 comments out to you today.

11 I come to you today as a
12 concerned mom. I live on Lake Street in
13 Griffith. That is -- you literally -- if
14 these tracks go through, they will
15 literally separate us from the community
16 that we live in.

17 When I bought my house, we spent

18 a great deal of time researching the
19 communities, the emergency services and
20 everything that each community had to offer
21 to us. Because at that time I had one
22 child with insulin-dependent diabetes, so
23 making sure that I had emergency services
24 close to me was probably one of the most

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1 important things that I asked for. And the
2 schools. We researched all of this.

3 If you put those railroad tracks
4 between us, that's going to separate us
5 from the schools, from the emergency
6 services, from everything else.

7 Shortly after we moved into our
8 house, our second child got
9 insulin-dependent diabetes. Now the
10 emergency services became so vital it was
11 ridiculous.

12 Shortly after that, our third
13 child then developed juvenile diabetes.
14 Now emergency services are so vital, it's
15 unbelievable.

16 You asked today when the
17 comments were made what have we missed,
18 what can we do to make this better. The
19 one thing that you missed is how are the
20 emergency services going to get from on

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21 that side of those railroad tracks to on my
22 side. How is my children going to be
23 protected. How are the children that are
24 playing in Tot Park, how are they going to

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1 be protected.
2 I have literally witnessed where
3 the police officers have had to take
4 children out from underneath the trains
5 that were stopped on those tracks waiting
6 to get in to exchange. These children get
7 bored. They're kids. They're going to
8 play. They literally pulled them from out
9 underneath those trains that are sitting on
10 those tracks. That is not safe.

11 I disagree. I think our fire
12 department is an extremely, extremely good
13 fire department. But if you separate us
14 from those -- from that fire department,
15 how are our firemen on this side of the
16 tracks supposed to get to those fire
17 stations that are on that side of the
18 tracks. They can't. You're literally
19 dividing our town.

20 I agree with Congressman
21 visclosky. This will dramatically affect
22 our lives for no important reason. I beg
23 you today as the board please deny this

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petition. Thank you very much.

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1 MS. ADAMS: Dennis Ruthrauff. Ron
2 Bartnicki. Joreen Decker.
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1 MR. RUTHRAUFF: Hello. My name is
2 Dennis Ruthrauff. I live in Schererville,
3 Indiana. My home is located at the Auburn
4 Meadow subdivision at Janice Drive and Deer
5 Creek Drive. This is one quarter mile
6 south of the EJ&E Railroad Line. The only
7 area between my home and the railroad
8 tracks is a wild life area and wetlands.

9 Since 2002, the train traffic on
10 EJ&E Line has already increased by four
11 times the amount of trains. The noise and
12 vibrations and horn blowing are already a
13 very big nuisance, not to mention the
14 safety issues and the hazardous material
15 concerns.

16 I cannot imagine these amounts
17 being quadrupled again. The EJ&E make up
18 their trains on this line all day and all
19 night with banging noise and horn blowing.

20 For these reasons alone, I am
21 against the acquisition of the EJ&E and
22 Canadian National railroad. Please deny
23 this acquisition. Thank you.

24 MS. ADAMS: Ron Bartnicki. Joreen

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1 MR. BARTNICKI: I'm Ron Bartnicki.
2 I'm the president of the Emergency Medical
3 Services Board of Control for Griffith. I
4 have been in that position for almost 15
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5 years. And never have I come across a more
6 vexing and important issue than this. And
7 like Cheryl Satkus and Judi Schoon before
8 me, I'd like to represent not only the
9 Board of Control's concern but also
10 citizens of Griffith.

11 There are many issues that I
12 think would affect Griffith if this
13 acquisition went through. Environmental
14 issue would be the No. 1 concern on my
15 part. It would have a critical impact on
16 the emergency ambulance services for
17 Griffith.

18 Right now currently we only have
19 one dedicated ambulance in our town at any
20 one time. An ambulance is there 7 11. If
21 an ambulance is stopped by a 200-car train,
22 it will entail a delay to get a back-up
23 ambulance from elsewhere to the scene on
24 the other side of the tracks.

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1 Prompt Ambulance has even said
2 that if we wanted to purchase or contract
3 another second ambulance, and it wouldn't
4 be justified because of the volume of calls
5 that we have, it would cost up to \$400,000
6 a year for that second dedicated ambulance
7 in our town.

8 Now our current contract with
9 our emergency services provider is good for
10 nine more years. It stipulates that Prompt
11 will average less than four minutes for
12 emergency calls to the scene for every
13 month.

14 This will become impossible in
15 some critical situations if there's a
16 200-car train going by. And when a patient
17 that needs advanced life support, a heart
18 patient comes and needs help, that
19 ambulance is going to be delayed extra
20 minutes. For every minute that that
21 ambulance is delayed, that person has a 10
22 percent less chance of survival.

23 Even though we do not have the
24 call volume to justify that contracting an

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1 additional ambulance in our town, we would
2 be forced to actually renegotiate our
3 contract and add an ambulance at that cost
4 that I mentioned. And still have to remove
5 response time criteria in the contract
6 which is currently at less than four
7 minutes average per month.

8 Now, the second issue is
9 quality. I know I'm getting -- my time is
10 short, but it will literally cut our town

11 in half. It will have -- it will increase
12 the noise and vibration by six times
13 because the proposal is for three times the
14 number of trains and they would be double
15 the length.

16 Safety has been covered
17 substantially by others.

18 Thank you for the opportunity to
19 express these issues.

20 MS. ADAMS: Joreen Decker. Carolyn
21 Marsh. Leonard Tomaszewski.

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1 MS. DECKER: Hello. My name is
2 Joreen Decker. And I'm here -- I'd sort of
3 like to represent the south side of town
4 near the South Park. That would definitely
5 be very negatively impacted.

6 I remember as a child going to
7 Franklin School, and once in a while you'd
8 get held up. And I know there's high
9 school students, the bus comes down there a
10 lot and students I believe probably still
11 walk to Franklin over there. And I just
12 remember being late. A few times you
13 couldn't wait -- back in the days of the
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14 caboose, you couldn't wait to see it
15 because a lot of times it would be quite
16 long.

17 And I would -- also as everybody
18 has stated today that not only would you
19 have delays for school and work but also
20 for emergencies which would be quite
21 frightening in a lot of situations.

22 The noise factor of course would
23 be unbearable at that amount of trains
24 being quadrupled like that. I'd hate to

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1 see that. I'd be concerned about like
2 senior citizens and people like that.

3 Another thing I haven't heard
4 brought up but that I would also be a
5 little frightened of is maybe the
6 possibility of more fatal accidents. As a
7 person, a member of the family -- a member
8 of my family that was killed by a train
9 many years before I was born, but a
10 possibility would definitely increase with
11 having that amount of train traffic. And I
12 certainly wouldn't want another family to
13 have to go through that.

14 Basically it's just a matter of
15 noise and also environment. I'm sure there
16 would be some kind of pollution coming with

17 that. And I'm sure that's why most of us
18 are here because we don't want to see, you
19 know, this mass increase in the train
20 traffic.

21 You know, you'd probably have
22 people maybe trying to go around the train
23 tracks or something like that that of
24 course none of us would like to see. They

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1 might also try to go through other towns or
2 something like that. And I just don't
3 think any of us really want to see this
4 great increase in the amount of train
5 traffic going through our town.

6 I think it would have nothing
7 but a negative impact and it sounds like
8 they're basically trying to divert the
9 traffic from maybe the Chicago area to
10 Griffith. And I just don't want to see
11 that.

12 As somebody that grew up around
13 there, went to school there, I just don't
14 want to see that happen to the town. Thank
15 you.

16 MS. ADAMS: Carolyn Marsh. Leonard
17 Tomaszewski. Thomas Frank.

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1 MS. MARSH: Carolyn Marsh. I live
2 in Whiting, Indiana. And there is an EJ&E
3 spur that runs along the lake front into
4 Chicago, 87th Street, US Steel, the old US
5 Steel plant.

6 Now, this spur is basically
7 inactive, but it is close to four other
8 major rail lines that run along the Indiana
9 shoreline. I live there. I know what
10 vibrations are. I know what noise is
11 because of these four major lines that run
12 through there. There is a lot of hazardous
13 waste already on these existing lines. I'd
14 like to know how much hazardous waste is
15 also coming from these other rail major
16 rail lines.

17 In regards to the Marquette
18 plan, I'd like to know why this spur
19 along -- it's called the -- I find out it's
20 called the Lake Shore Line, what exactly
21 does Representative Visclosky -- what is
22 his problem with this CN purchase of the

23 EJ&E, how it conflicts with the Marquette
24 plan because I see the Marquette plan as a

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1 polluter as something degrading our quality
2 of life.

3 They want to take away our
4 Whiting Park for a marine. And you have to
5 remember, I live next to British Petroleum.
6 I have not heard any politicians concerned
7 about the pollution coming out of British
8 Petroleum as they are concerned about this
9 acquisition. I find there's some hypocrisy
10 going on here when it comes to pollution.
11 But I really would like to know more what
12 Visclosky -- what his objections are that
13 is going to hurt his Marquette plan because
14 his Marquette plan hurts the communities of
15 East Chicago, Gary, Whiting and Hammond,
16 and it encloses and privatizes that lake
17 shore. So I wonder why it is not in the
18 environmental assessment. They pulled it
19 out because they said it's inactive, but I
20 think that there should be an environment
21 assessment if they make a lake shore drive
22 there instead because there are plans to
23 make -- where they want that moved, that
24 EJ&E line moved so they could put a lake

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1 shore drive there so that there is a way of
2 getting to condos and marinas along the
3 shoreline which is going to add pollution
4 to our communities. It threatens our
5 quality of life.

6 so I think there's another angle
7 here that people have to consider why
8 visclosky is opposing this acquisition.
9 It's not just about the quality of life as
10 he claims because he's threatening our
11 quality of life in Whiting, Hammond and the
12 shoreline communities.

13 MS. ADAMS: Leonard Tomaszewski.
14 Thomas Frank.

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1 MR. TOMASZEWSKI: My name is
2 Leonard Tomaszewski. I'm a resident of
3 Gary, Indiana, for 77 years and two months.
4 This is a long history of an EJ&E and US
5 Steel over the years. It was 59 years ago
6 and four months that I began at US steel.
7 It was a good industry to work for. The
8 EJ&E was owned originally by US Steel.

9 In 1896, my grandfather lived in
10 South Chicago, Illinois, and come to Gary
11 to help build that slip. And I look at
12 this whole situation. My question is
13 economically how many jobs will this
14 produce. I haven't heard that brought up
15 this evening. If this acquisition would go
16 through, I would like to know how many jobs
17 are they going to produce, and good paying
18 jobs in this community.

19 We look on the lake front like
20 the lady stated coming from Whiting, East
21 Chicago, Gary and so forth. The long-term
22 plan over the next 25 years, this going to
23 be what they call a gambling mecca. Have
24 you folks been in Vegas? You know what

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1 it's all about. The steel mills are going
2 to close down. They're going to sell those

3 steel mills. And they're going to let them
4 go. And they're going -- people are going
5 to be bidding for them like on the stock
6 market. You are going to bid for these
7 jobs.

8 And the people don't know what's
9 going to go on in this community in the
10 next 25 years. I'll be resting over at
11 Calvary, but my grandchildren and my great
12 grandchildren, I'd like to see them have a
13 quality of life.

14 And if this is in the interest
15 of jobs and also the people in Griffith,
16 the people in Dyer and so forth, the
17 hospital over there, this all has got to be
18 taken into consideration.

19 I live two blocks away from the
20 railroad tracks and I time it at night. I
21 sleep during the day. Every 20 minutes a
22 train is going by in 24 hours plus in the
23 day time. And all this rail traffic that
24 they went to the government in the last 20

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1 years and had a subsidy because they're
2 going broke. Now they're making million of
3 dollars and they want to come from Canada
4 and buy into the EJ&E Railroad.

5 why is EJ&E selling it and for

6 what price are they asking for that steel
7 and the railroad. What is that railroad
8 worth to them. What is it worth to the
9 community. What is it worth to the people
10 and the quality of life and the children
11 going to the schools and so forth.

12 Like the lady said, the children
13 are waiting in anticipation to go to the
14 park and going onto that railroad tracks.
15 They got automated systems where they don't
16 have switchmen anymore. They turn around.
17 They switch those cars from track and
18 another track. And I've seen a number of
19 fatalities because of automation. They
20 took these people and they lost their lives
21 because of that.

22 So I would ask the board to
23 consider this very seriously as to what is
24 being created here. Is this a monopoly or

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1 is this something of interest for the community as a
2 whole. Thank you.

3 MS. ADAMS: Thomas Frank.

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1 MR. FRANK: Hello. I'm Thomas
2 Frank from East Chicago, Indiana, and I
3 just want to mention that in the last
4 decade Northwest Indiana suffered from
5 enormous amount of economic depression from
6 the industries that have reaped a lot of
7 benefit for the last hundred years.
8 The challenge for us in
9 Northwest Indiana is to revitalize the
10 region, retread our economy and that means
11 attracting new types of investment,

091008 Public Meeting.txt
12 residential, retail, commercial, office, et
13 cetera, et cetera.

14 Right now Northwest Indiana is
15 presently home to one of the densest
16 highest volume corridor of freight in the
17 world actually. And yet Northwest Indiana
18 benefits very little from this. We have
19 criss-crossed with enormous amount of rail
20 lines all the way through the region that
21 stops economic development in those
22 communities.

23 Presently we're engaged and in
24 the last 10 years have been engaged in an

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1 effort to relocate and consolidate numerous
2 number of rail lines off of at-grade
3 crossings to begin to allow for inner city
4 cores to revitalize. Right now if you go
5 through our inner city cores -- let me give
6 you an example. The CSX line that goes
7 through East Chicago east west presently
8 has I believe 56 trains per day. Now the
9 train purchase of this line going through
10 East Chicago will add an additional 39.

11 The aggregate number of trains
12 that run through the corridor stops
13 economic development in all different
14 areas. And it's a challenge for us as

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15 we're looking to revitalize the area and
16 rationalize this poorly-designed
17 infrastructure that we presently have and
18 we wouldn't want to have CN be committed to
19 this type of infrastructure before we're
20 able to rationalize it. It is a
21 poorly-designed system at present. And we
22 need to alleviate much of that traffic off
23 of the lake front and off of the inner city
24 communities that are presently negatively

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1 impacted enormously.

2 I want to thank you for this
3 opportunity. Thank you.

4 MS. ADAMS: We have no more
5 registered speakers at this time. We
6 invite any additional commenters to
7 register now.

8 In the meantime, we invite
9 everyone to return to the open house area
10 to review the boards and to ask questions.

11 The court reporter and at least
12 one member of the Surface Transportation
13 Board will remain here in the public area
14 to receive additional comments from
15 newly-registered speakers should we have
16 any before 9:00 p.m. tonight.

17 Thank you all for your comments.

091008 Public Meeting.txt
18 Our next public meeting and our final
19 public meeting is in Joliet tomorrow from
20 4:00 to 9:00 p.m.
21 (WHEREUPON, the meeting
22 adjourned at 7:13 p.m.)
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