

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE ELGIN,
3 JOLIET AND EASTERN RAILWAY COMPANY
4
5
6
7
8

9 STATEMENT OF:
10 EDWIN WILKENS
11 AUGUST 25, 2008
12
13

14 HOLIDAY INN
15 500 HOLIDAY PLAZA DRIVE
16 MATTESON, ILLINOIS
17
18

19 CHIMNIAK COURT REPORTING & VIDEO
20 Telephone: (312) 781-9111
21
22

23 REPORTED BY: Rachel F. Gard, CSR, RPR, 084-3324
24

1 MR. WILKENS: Edwin Wilkens, W I L K E N S, fire
2 chief, village of Matteson.

3 The first concern is or question would be
4 would the Canadian National look into new engineering
5 for the Governors Highway viaduct because of its
6 constant flooding with the rainy season, and that cuts
7 off the roads. The problem with that is for us to get
8 to the south end of our town. And a bigger problem is
9 towns south of us getting to the hospital. With the
10 increased train traffic and the Governors Highway
11 flooded, they're going to have trouble getting there.

12 There are sensors out that you place at or
13 near grade crossings; and they will alert the dispatch
14 centers for fire, police, and ambulance that there's a
15 train approaching that grade or there's already one at
16 the grade. Will CN look into purchasing those or at
17 least going through some kind of a joint purchase for
18 all of the grade crossings?

19 The Main Street grade crossing now from the
20 main line spur to the EJ&E has taken up to 20 minutes to
21 have it clear. And with the increased time at that
22 crossing, we're going to have trouble getting emergency
23 vehicles south of Main Street to our two or three
24 streets that we have south of there for police and fire

3

1 and for ambulance.

2 The -- Another concern is the safety and the
3 high noise volume that the turn-around is going to make
4 from the EJ&E going up to the main line. It's a lot of
5 wheel noise. It's a 30-foot incline. Maximum speed is
6 15 miles an hour. And my concern is that load noise
7 going slow with the wheels and also with possible

8 derailments there and even just tipping over.

9 The use of the lubricant might not be good
10 there because of the 30-foot incline, which is going to
11 increase the noise. But without using the lubricant, it
12 might minimize [sic] derailments and having the train
13 tip over.

14 And, finally, why are they going to keep the
15 Matteson yard when they've got the Markham Intermodal so
16 close. And if they are going to keep it, are they going
17 to keep it the same size or are they going to expand it?
18 If they expand the size of the yard with Markham being
19 that close, that's going to be -- it's one more burden
20 placed on us as far as parked trains.

21 We have had incidents in that yard with
22 hazardous materials leaking, and we've had trouble
23 getting to them because there's just no real good access
24 to all of the tracks that we have there now.

4

1 And, finally, I just see them not solving a
2 problem but moving it from up north and pushing it out
3 here. That's not solving a problem. That's just moving
4 it.

5 Thank you.

6
7
8
9
10
11
12

082508wilkens1.txt

13

14

15

16

17

18

19

20

21

22

23

24