

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
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8 STATEMENT OF:

9 EUGENE SPARING

10 AUGUST 25, 2008
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12 MATTESON HOLIDAY INN
13 500 HOLIDAY PLAZA DRIVE
14 MATTESON, ILLINOIS
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19 CHIMNIAK REPORTING & VIDEO

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23 REPORTED BY: Robin Chimniak, 084-001999
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1 Eugene Sparing, S-p-a-r-i-n-g,
2 30 Thorn Creek Drive in Park Forest,
3 Illinois.

4 I've lived there since -- well,
5 I've lived in Park Forest since 1970, and I
6 grew up in Calumet Park prior to moving to
7 the area. At 119th Street there was a
8 railroad yard, and you literally most of
9 the time could not get across the tracks.
10 It was unbelievable. So I have lived in a
11 situation of having constant train traffic
12 stopping, backing up, back and forth.

13 I live right off, half a mile
14 from Western Avenue. That's the main
15 north-south street that I use every single
16 day many, many times, and there are times
17 in a day right now where the train stops,
18 slows, stops, backs up, goes forward, and
19 there is only one other really real main
20 street, which is all the way over on
21 Orchard.

22 And it occurred to me that given
23 where the police department -- the police
24 and the fire department are, if there was

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1 an accident on Orchard Street, there would
2 be no way to get to the people on the other
3 side within a reasonable amount of time,
4 given how far they would have to go to be
5 able to get across the tracks.

6 I am also aware of the sound of
7 trains, and right now in the -- at night
8 I'm more aware of the sound than I am
9 during the day. But having that number of

10 trains constantly going and coming, I can't
11 imagine it.

12 Also, the pollution that would
13 happen. In terms of having that many extra
14 engines, I don't know how many engines it
15 takes to carry 200 cars, based on what are
16 in them.

17 I actually don't even know if
18 putting an overpass -- our overpass in Park
19 Forest was designed for a relatively small
20 number of trains. I was told it was
21 engineered for up to six trains a day. I
22 doubt the trains had the capacity they have
23 today 60 years ago when it was constructed
24 or whenever it was constructed, when I

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1 presume the town was put together, based on
2 the Hollymatic plant that was built right
3 next to that. It was meant to serve that
4 one plant, a company that manufactured
5 machines that made hamburgers, which was
6 ultimately moved. But the facility is
7 still there, but it's not a manufacturing
8 plant.

9 I'm just very nervous about --
10 and I don't like the idea of -- maybe it's
11 going to happen anyway -- of taking
12 commerce from an American company and
13 giving that to a Canadian company. I
14 haven't read all this literature. So the

15 stuff in the literature I've heard from
16 somebody else, but I'm opposed to it.
17 If it's going to have to happen,
18 they should at least provide the
19 infrastructure to protect us from the sound
20 pollution, the pollution, and allow us
21 access on the various north-south streets
22 that they would be then blocking most of
23 the time.
24 If you take 32 trains that are

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1 200 cars apiece, most of the trains that
2 cross Western Avenue now do not do it at 50
3 miles an hour. They do it at five, ten
4 miles an hour, two miles an hour, or
5 stopped, from my 30 years of watching those
6 trains. And if you add another 25 trains a
7 day, from what I understand they're doing
8 now, I can't even imagine what that would
9 do to the commerce because that's about
10 every -- it's once an hour, 25, 35 minutes
11 a train, 40 minutes a train. That means
12 we'll have five or ten minutes to pass by
13 once an hour. I can't imagine what that
14 does to traffic and safety.

15 So that's my -- I'm against it.

16 (End of statement.)

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Surface Transportation Board

CN-ELAB/CH 10-0117

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