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

9 STATEMENT OF:

10 BARBARA KEMP
11

12 AUGUST 27, 2008
13

14 BARRINGTON HIGH SCHOOL
15 616 MAIN STREET
16 BARRINGTON, ILLINOIS
17
18
19

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1 I'm Barbara Kemp, K-e-m-p. I'm
Page 1

2 at One Auburn Lane, Barrington Hills,
3 Illinois.

4 well, thank you for the
5 opportunity to speak publicly. well, I
6 have put my comments in writing. I guess
7 for this opportunity I want to focus on a
8 few salient points and some that are more
9 personal that I really didn't put into my
10 comments.

11 One is I really believe that we
12 will not see the reduction in train traffic
13 on -- I mean in truck traffic on our roads
14 as a result of this acquisition of the EJ&E
15 Railway. Every truck that comes through
16 our communities is basically one that's
17 going to still be there because we have no
18 sidings to pick up goods, to drop off
19 goods, and basically our goods will still
20 come in via truck or however they come in
21 today from the places where the train goods
22 are dropped off and picked up. So I really
23 don't believe in the mitigation of truck
24 traffic. while it may be perceived as a

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1 big national opportunity, I can't even
2 conceive of that numerically based on
3 anything I've read or seen so far.

4 I also have four members of my
Page 2

5 family who work for the railroad. And
6 while I am not in favor of the EJ&E line
7 being acquired by Canadian National
8 Railway, I do understand the concepts in
9 the railroad.

10 I also know the risks. One of
11 my brother-in-laws was the head of
12 operations until just recently this year
13 for major railroads; Conrail, Pennsylvania
14 Railroad, and also most recently Norfolk &
15 Southern. He's 54. He was forced to
16 retire for health reasons. He has a fatal
17 lung disease that's going to affect him.

18 He has spent his time, because
19 he was head of operations, going out to
20 derailments and hazardous sites. So
21 because of his continuous exposure --
22 whether it's in New York; whether it's in
23 Chicago; Harrisburg, Pennsylvania; in
24 Alabama and in many other states; New York

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1 near Buffalo -- he was given exposure to so
2 many hazardous chemicals that it's killing
3 him now, and there is no reversing this
4 process. He's been to Mayo Clinic and
5 everywhere. Even lung transplants won't do
6 it. He already can't feel his hands and
7 feet. He has neuropathy completely, and

8 it's very sad. Another brother was injured
9 on the railroad.

10 The rails in this country are
11 not really adequate at this time for the
12 kind of rail traffic and the speeds and the
13 size of trains that we're talking about.

14 Now, while CN says they're going
15 to mitigate this and improve the rail
16 lines, if you've ever been to Europe, you
17 know what really good rail lines are like,
18 and you know that we can't travel at the
19 rate of speed, and we don't have the safety
20 and security on our train lines.

21 If the trains go slower, they're
22 going to block traffic and increase the gas
23 consumption considerably and ruin our
24 communities. If the trains go faster,

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1 we're going to see more deaths and damage
2 and possible derailments due to the
3 accidents along the line. This is just
4 natural fact of increasing the risk and
5 exposure that we have.

6 So no matter what we say, I'm
7 concerned, though, that the STB, if they're
8 only bound by two statements -- and I read
9 them in the front end of this pamphlet --
10 it's got to be something anticompetitive or

11 something that appears to be imminently
12 anticompetitive. That's the only thing
13 that they must turn this down for. They
14 only have to hear us and listen to the
15 environmental impacts. They don't have to
16 act on them.

17 And I don't think our railroad
18 legislation that was really meant for all
19 good purposes to expand this country and
20 give us manifest destiny was really
21 designed to bring Canadian traffic to
22 Mexico or vice versa. We no longer have
23 the opportunity to put this freight off and
24 on locally. We need these rails locally to

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1 move people.
2 The Midwest is a great
3 transportation hub for people getting to
4 and from Chicago. I used to spend
5 three-and-a-half hours a day round trip
6 commuting just from Barrington to downtown
7 for years to get to my job. People who
8 worked for me worked hundreds of miles
9 away; Milwaukee and Indiana and all over
10 the south suburbs, all the areas. Each one
11 of them would be negatively impacted to try
12 to get to work. It will crunch our
13 economy. It will not help Chicago.

14 Whatever you do in terms of
15 stacking up lines or approving things, the
16 shortest distance between two points is
17 probably the most logical way to get
18 freight through the country. Not to create
19 a bypass through pristine countryside all
20 around, add pollution of cars and rails,
21 and not see any benefit to our communities,
22 none whatsoever.

23 So as a citizen of the United
24 States, I really resent Canadian National

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1 coming in and using our laws to their
2 benefit against the better interests of the
3 United States citizens. I think this is
4 one thing that will start here, go there.
5 I'm sure they're buying up property
6 everywhere. It's a corporate thing.

7 Some people I've heard say,
8 "I'll just buy stock in them." Well, I'm
9 not here about getting rich quick. I'm
10 here about we got to care and we got to put
11 our feet down. But we have to get laws in
12 action that help support the STB and need
13 an STB that isn't away from us but close to
14 us and feels what it feels like in these
15 communities, you know, to have them
16 destroyed by such a railroad.

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17 I'm sure other people are
18 talking about the financial impacts and
19 everything else, but I think the
20 environmental impact, the human loss of
21 transportation, and the opportunity lost
22 for these railroads is kind of like
23 Economics 101. It's guns or butter.
24 Frankly, you can't have these

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1 rail lines serve freight if -- or people --
2 and people. They're going to serve freight
3 or people. Right now, since we've lost our
4 manufacturing jobs overseas, people who we
5 have to serve, and we live here so that we
6 can commute by rail and by car as we need
7 to.

8 So thank you.
9 (End of statement.)

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