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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
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9 STATEMENT OF:

10 BRIAN FRANK
11

12 AUGUST 27, 2008
13

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

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24 REPORTED BY: Robin Chimniak, 084-001999

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1 My name is Brian Frank. I live
Page 1

2 at 851 South Country Drive in Barrington.

3 I'm a business owner, and we're
4 a landscape contractor. We service
5 probably 200 clients in the Barrington
6 community, and the bottom line is the
7 increase in traffic is bad for my business.
8 It would put us on the borderline of
9 unprofitability because we basically have
10 men in a truck going from house to house or
11 building to building. And now if they're
12 stopped at train stops, I'm paying those
13 guys, but I'm not getting paid from my
14 clients. So it's bad for business.

15 It's not just bad for me as a
16 business owner. It's bad for my clients.
17 Possibly I've got to raise prices to my
18 clients, which causes inflation and is bad
19 for the economy.

20 So I don't believe that the
21 financial studies that were done were
22 comprehensive in that regard. I don't
23 believe they spoke to small business
24 owners.

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1 In addition, I'm very familiar
2 with where the current traffic passes in
3 wheeling and Buffalo Grove because one of
4 my offices is out there. Those are

5 four-lane roads with underpasses and
6 overpasses, and they can sustain that kind
7 of railroad traffic, whereas here they're
8 not prepared.

9 Another great concern of mine is
10 the safety. Specifically I don't know the
11 exact number, but a number of 3,000 people,
12 including students and staff, are at this
13 high school every day. That crossing is
14 very close to here. And the mitigation in
15 the plans that were presented by CN were
16 incomplete from a safety standpoint.
17 Fences and signs are nowhere near
18 comprehensive enough to protect the safety
19 of 3,000 people. So infrastructure-wise,
20 it's incomplete.

21 In addition, as the tracks run
22 south from the intersection at Lake Cook
23 Road, there is a significant turn in the
24 tracks that I believe is -- I don't know

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1 the exact number, I'd say beyond 7
2 degrees -- and therefore it's a risk. And
3 there is no road accessibility if there was
4 to be a derailment. So with more traffic
5 and higher risk or higher probability of
6 derailment and higher magnitude of
7 hazardous materials, it's a great safety

8 risk not only to the residents, but to the
9 environment.

10 In addition, I think there is
11 some vibratory concerns for some of the
12 underpasses and overpasses that exist today
13 that we don't believe have been resolved.

14 Also the STB study was not
15 comprehensive in terms of Crabtree Nature
16 Center, which is an environmental nature
17 preserve which is within three miles of
18 where the current tracks run. That's a
19 concern that I don't believe is addressed.

20 In addition, I want to call out
21 Representative Lipinski from Western
22 Springs. He is active in supporting this
23 bill. But I think he's active in
24 supporting this bill because it relieves

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1 congestion for his hometown in Western
2 Springs. So I don't think that's a
3 responsible way for a representative of the
4 government to be basically moving one
5 problem to another area.

6 I'm concerned that the No. 1
7 emergency response identified in the STB
8 study is from Lake Zurich, which is five,
9 six miles from here. So that's
10 unacceptable.

11 In addition, I don't feel that
12 this financially benefits the Chicago area
13 or the United States of America. 60
14 percent of the Canadian National Railway is
15 owned by people outside of the United
16 States. 75 percent of the traffic passes
17 through Chicago. It doesn't stay here.

18 And also the CN's applications
19 to federal regulators talk about job loss
20 as a net effect of this deal, which, again,
21 hurts the economy.

22 Thank you.

23 (End of statement.)

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