

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 JOSEPH KELSCH
10 AUGUST 27, 2008
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13 BARRINGTON HIGH SCHOOL
14 616 WEST MAIN STREET
15 BARRINGTON, ILLINOIS
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1 MR. KELSCH: Joseph B. Kelsch, Sr.,
2 K-E-L-S-C-H.
3 I'm representing the Barrington
4 Area Development Council. That's known as BADC.

5 My name is Joe Kelsch, Sr. I am a
6 director of the Barrington Area Development
7 Council and its immediate past president.
8 BADC was founded forty years ago
9 with a mission to foster the development of the
10 civic and service organizations necessary to the
11 quality of life we now enjoy in greater Barrington
12 community.
13 We played a significant role in
14 establishing BACOG, that's B-A-C-O-G, in the late
15 '60s followed by such notable organizations as
16 Citizens for Conservation, Council on Aging, Good
17 Shepherd Hospital, and many others.
18 We continue to advocate for issues
19 that improve the quality of life our residents
20 expect, one now threatened by the pending CN
21 acquisition.
22 We recognize the significant role
23 that the railroad played in the development of
24 Barrington.

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1 Without the Northwestern, now Metra
2 commuter service, we would not be among the most
3 desired area communities in which to live.
4 This CN acquisition would overwhelm
5 our community with increased freight traffic, a
6 condition that if pre-existing would have
7 prevented the community from attaining the quality
8 of life we now enjoy, one that is reflected in our
9 home values and the tax base to support our
10 excellent school system.

11 That is the reality you must give
12 priority to. The Barrington area is in large part
13 what it is today because of its relative freedom
14 from rail congestion.

15 Although our area contains a number
16 of municipalities, we have developed into a
17 cohesive community in terms of infrastructures
18 including a unit school district, regional
19 government, that's COG, comprehensive land use
20 codes, shared police and fire protection, and area
21 hospital, youth, civic and service organizations,
22 and church congregations that reach across the
23 entire area.

24 This cohesiveness would have been

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1 impossible without a reasonably efficient road
2 system that connects our villages and ties them in
3 to the Village of Barrington as the commercial and
4 civic hub of the area. All major area roads
5 converge at the village center and all intersect
6 with the EJ&E.

7 Any major increase in freight
8 traffic will not only tie up traffic far beyond
9 with this already heavily burdened road system is
10 facing, it would greatly disrupt the cohesiveness
11 and quality of life issues I just cited.

12 We believe STB must give primary
13 consideration to the concerns of our residents
14 regarding these quality of life issues. And while
15 there may be economic benefits to the greater
16 Chicago area from the proposed acquisition, they

17 would largely accrue to CN at the expense of the
18 communities located along the EJ&E.

19 STB has an ethical and moral
20 responsibility to base its decision on what best
21 serves the public interest, meaning we, the
22 people.

23 You face a challenging task, what
24 with the railroad lobby and other pressures to

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1 rule in favor of CN.

2 In deciding you must be mindful of
3 your responsibility to the citizens of this
4 community.

5 In doing so, your decision can be
6 fair to all but only if you require the CN and our
7 federal government to assume full responsibility
8 for the cost of mitigating the identified road
9 traffic and safety issues before any such
10 acquisition can go forward. It is in your power
11 to do so.

12 If you believe you do not have such
13 authority, then you must deny the acquisition
14 request. If you are dissatisfied, your ethical
15 and moral responsibility to we, the people of the
16 communities, will be negatively impacted.

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