



16181

S.T.A.R.T.

Solutions To Area Rail Traffic

Chairs:

President Wiaduck
Mayor Scheck
President Einhorn
Mayor Arredia
President Hartstein
President DeGraff

September 25, 2008

Phillis Johnson-Ball
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Honorary Co-Chair
Congressman Lipinski

Ms. Johnson-Ball

Partners:

Berwyn
Bridgeview
Brookfield
Buffalo Grove
Cicero
Crete
Des Plaines
Elmhurst
Elmwood Park
Forest Park
Franklin Park
Harwood Heights
Hillside
Homewood
LaGrange
Lyons
Melrose Park
Northfield
Northlake
North Riverside
River Forest
River Grove
Riverside
Schiller Park
South Holland
Stickney
Western Springs

On Behalf of the S.T.A.R.T. Coalition please find enclosed comments and oral testimony regarding Finance Docket FD -35087 (The Proposed Canadian National Acquisition of the EJ&E). We would like to thank you for your consideration in this matter. If you have any questions please feel free to contact Tammy Wierciak or Lenny Cannata at 708/453-9100

Thank You

VILLAGE OF SOUTH HOLLAND

PUBLIC HEARING

IN RE: SOLUTION TO AREA RAIL TRAFFIC (START)

HELD ON: SEPTEMBER 10, 2008

5:00 p.m.

at the

SOUTH HOLLAND COMMUNITY CENTER

501 East 170th Street

South Holland, Illinois.

CERTIFIED COPY

TRANSCRIPT OF PROCEEDINGS had at the
Special Public Meeting held at 501 East 170th
Street, South Holland, Illinois, on the 10th day of
September 2008 at 5:00 p.m.

1 MAYOR DeGRAFF: Good afternoon, ladies
2 and gentlemen, my name a Mayor DeGraff from South
3 Holland and I want to thank you for coming out late
4 this afternoon to address the situation that's very
5 near and dear to my heart, the village board and I'm
6 sure our residents and businesses. And this is an
7 opportunity at this public hearing to voice your
8 opinion, to allow you to state your name and allow
9 your comments to be heard and recorded.

10 You see the big sign on the wall
11 START, Solutions to Area Rail Traffic. It is a
12 group that is compromised of a number of
13 communities, in total there are about 60
14 communities, that are supporting the START effort,
15 which in essence is trying to make sure that the
16 opportunity for the Canadian National Railroad to
17 purchase the EJ&E, which is approximately a
18 \$300 million purchase, is one that is not only heard
19 but it is accepted.

20 The surface transportation board
21 will be making a decision. At last count the
22 decision would be made sometime probably by the end
23 of January. There is some question as to whether it
24 could be made sooner or not and Canadian National is
25 actually here, Patrick is here in the back, some of

1 the Canadian National officials would like to see
2 the decision be made earlier for a number of
3 reasons.

4 There are two sides to every
5 equation, if you will, and a number of public
6 hearings that are being conducted throughout the
7 Chicagoland region are being conducted in what would
8 be termed to be the communities that are maybe
9 anti-purchase, it would not support the purchase of
10 the Canadian National to EJ&E because they feel it
11 would cause a significant increase of rail traffic
12 to their particular areas, and of course those of us
13 in our South Holland understands what that means.

14 Our position is, and I serve on
15 the executive commission of START with six mayors
16 representing our 60 communities, our position is we
17 are simple. We are sympathetic if not very
18 empathetic to the fact that those communities that
19 would see an increase in the amount of rail traffic
20 in their communities need to be compensated for
21 those areas where they would have public safety
22 issues and/or additional costs to make sure that
23 whether it is Canadian National or other sources of
24 grants and funding that they would have the
25 opportunity to have some of that taken care of. So

1 that with the additional trains coming through their
2 neighborhoods, there would be public safety
3 addresses concerned and traffic situations all would
4 be addresses as a concern upfront. But we really
5 feel that the primary emphasis here from our
6 perspective in order to keep traffic moving, train
7 traffic, the opportunity to make transportation,
8 freight transportation move from one end to the
9 country to the next, and you know we are at the hub
10 in the city of Chicago, it is important to have it
11 take much less time than from anywhere 2 to 4 days
12 to get to the city of Chicago, anywhere from 2 to 4
13 days to get through the city of Chicago and get to
14 the other coast.

15 What should happen is the freight
16 trains that are moving through the city of Chicago,
17 in our case the south/southeast side of the city of
18 Chicago should not stand behind people's homes for
19 10, 12, 24 hours at a time with the emissions and
20 noise and the whole thing which has apparently been
21 happening.

22 And thankfully to the credit of
23 Canadian National we have worked with them for a
24 number of years trying to make sure we have
25 solutions to those problems, but they are also

1 stymied by the fact that they have no place to go.
2 We are in essence the world's busiest train area and
3 through the Thornton junction in the city of
4 Chicago, they have no place to go, no place to
5 connect and reconnect, they can't move through the
6 city.

7 With this prospective purchase of
8 Canadian National EJ&E the route would run further
9 to the south and west and through a number of
10 communities that would see this increased traffic.
11 In our situation here, we would see a decrease in
12 trains from 22 a day to 3. That's pretty
13 significant.

14 (Applause.)

15 Again in some situations
16 communities who have significant train traffic or
17 less than significant than ours may see a
18 significant increase at that level or maybe even
19 more. We are sympathetic and empathetic with that
20 but what is right is right and what is wrong is for
21 nobody. But in this situation we feel very strongly
22 as a START group of 60 communities that it is vital
23 for the prospect of increasing traffic flow, freight
24 transportation through the country, we look at this
25 as not as a community issue, not even as a small

1 regional issue, not even as a city of Chicago issue,
2 but as a national issue. And if we are going to
3 look at it this way from our perspective it is a no
4 brainer. This needs to happen.

5 So the service transportation
6 board consisting of three members of Washington,
7 D.C. are making this decision. They are weighing
8 each and every comment from all the communities,
9 business owners and from residents. So we are
10 looking for you to voice your opinion or fill out
11 comment cards so they have all the information that
12 they need to have so that in essence they can make
13 an intelligent, rationale, and what I would deem to
14 be the correct decision for our country and for our
15 region, the city of Chicago.

16 I'm going to briefly introduce
17 Mayor Dan Podgorski. Mayor Mike Ironhorn is here
18 from Crete. Mike, please stand up and be
19 acknowledged.

20 Any other friends in politics, any
21 mayors or people that need to be acknowledged.

22 Mayor Dan Podgorski from Lansing.

23 MR. PODGORSKI: Thank you. This is a
24 major decision and major issue that effects many
25 municipalities. I think to a large degree up to

1 this point most of what you have heard on this issue
2 to the press has been probably brought forth by many
3 in the communities that would be facing an increase
4 in traffics, and I think it is important that both
5 sides are heard.

6 I'm hear to say that on behalf of
7 Lansing residents and our village board, we firmly
8 support the acquisition of EJ&E because like South
9 Holland, train traffic in Lansing is quite
10 extensive. We also see an average of 22 trains a
11 day and we also would see the highest volume
12 decrease. Just like our friends and neighbors in
13 South Holland and Highland, Indiana and Munster,
14 Indiana, we also would go down 19 trains per day and
15 we would only see three trains going through our
16 town.

17 The village of Lansing has no less
18 than 6 at-grade rail crossings so our residents and
19 business community sits through many, many delays
20 with trains blocking traffic. It effects quality of
21 life. It effects economic stability, and we
22 think -- we certainly support on a regional and
23 state and national level moving of trains through
24 the area to make things more efficient for
25 everybody.

1 And we, too, share I guess you
2 would say a regional approach. It is not just
3 about, hey, what is good for Lansing and the heck
4 with everybody else. I just completed a year
5 serving as president of the South Suburban Mayor's
6 and Management Association and we want to do what is
7 right for everybody. And so we strongly encourage
8 the STB and CN to carefully listen to the concerns
9 and plight of those communities that may be
10 negatively impacted by this acquisition.

11 We don't want to necessarily just
12 push all the delays on to other communities at our
13 benefit. We would like to see consideration for
14 infrastructure investment and grade crossings be
15 strongly considered, and it is a regional approach
16 and that's what we support, but make no mistake on
17 the behalf of the village of Lansing we strongly
18 support the acquisition of the EJ&E by CM.

19 Thank you.

20 MAYOR DeGRAFF: Thank you, Mayor Dan.
21 I might add that Mayor Dan and the Village of
22 Lansing have for many years not only do we share
23 some borders but they have been great friends of
24 ours.

25 I would like to acknowledge

1 members of the media who are here, we are thankful
2 that you are here to cover this. We appreciate
3 that. I would like to acknowledge our trustees,
4 Trustee Cindy Dorsey and Trustee Marion Young. I
5 think that is it for now.

6 Just real quick before I introduce
7 two people who will lead us through what we are
8 going to do here, how many of you heard and/or
9 responded to the reverse 911 that announced the fact
10 this meeting was going on. If you did, raise your
11 hand.

12 Thank you.

13 That's one of the very first times
14 we have used because we feel the importance of
15 hearing your opinion. We use it sparingly but we
16 want to use it in this situation because of the
17 importance of this meeting, so we thank you for
18 that.

19 At this time we have two members
20 of the west central municipal conference here who
21 are leading the effort in START administratively,
22 both Lenny Cannata and Tammy Worziak are here. So
23 Lenny if you would take us through the procedure.

24 MR. CANNATA: First I would like to
25 thank the mayor for hosting this event in South

1 Holland. We appreciate it.

2 The purpose of tonight's event is
3 basically to provide you, the public, with more
4 information regarding the proposed acquisition.

5 There has been a lot out there in the newspaper and
6 there's what is called a draft DIS, it is a thick
7 document. I myself have gone through most of it.

8 I'm not going to read the entire thing. It is about
9 9 inches thick. I would forget most of what I read.

10 We want to give you information on
11 that and give you the opportunity to voice your
12 opinion.

13 The format of tonight's event is
14 I'm going to discuss and go over the whole agenda,
15 what EIS, and we have someone from Canadian National
16 that would more than happy to answer many of your
17 questions.

18 After I get through my
19 presentation, I'm going to ask if anyone would like
20 to provide oral testimony, voice your support, it
21 would be recorded by a court reporter. And
22 following all of that, all testimony that is taken
23 here today will be sent to the surface
24 transportation board in Washington and will be
25 entered into the official public record as support

1 or whatever you say regarding this proposed
2 acquisition. So we urge you to come up to the
3 microphone and voice your opinion.

4 If you don't feel comfortable
5 doing that -- we are only allotting three minutes
6 per person, so if you want to speak more there are
7 comment cards in the back left-hand side. Karen is
8 back there. If you would like to fill out those,
9 feel more than free to.

10 There is other ways you can obtain
11 from our welcome table, you can send an e-mail or
12 letter on your own.

13 Right now I'm going to begin the
14 presentation of the EIS, what it is.

15 Canadian National is going to
16 purchase the Elgin, Joliet and Eastern Railway for
17 about \$300 million. The EJ&E is currently owned by
18 US Steel. What you have to think about, this is
19 kind of like a 294 or 355, it circumvents the
20 entire -- not just the city of Chicago but most of
21 the suburbs. So a lot of people that want to get
22 through Chicago, they don't come down 90-94, they
23 will take 294 or 355.

24 The acquisition will significantly
25 improve rail operations in Chicago and ease the

1 congestion in the region. Chicago is home to six of
2 the seven class one railroads in the country. So
3 obviously we have that many railways shipping a lot
4 of freight it gets a little congested.

5 By them moving some of their
6 freight off these lines, it leaves enough room for
7 other lines to get through and allowing other trains
8 to move faster.

9 The transaction must be approved
10 by the surface transportation board, the STB, is a
11 part of the US Department of Transportation. It is
12 a small organization in Washington and it is a three
13 member board that need to approve this acquisition.

14 If approved CN would invest
15 \$100 million to improve the infrastructure of the
16 railway so a much needed rail improvement.

17 So as you can see the EJ&E
18 operates 198 miles of track from Waukegan to Joliet
19 to Gary. As you he can see on the orange, it is
20 kind of like a 294, 355, it goes around the entire
21 city so it is pretty good for moving freight.

22 It connects with all the other
23 major railways so the five of the other six class
24 one railroads that enter Chicago, it is passing
25 through their lines as well.

1 EJ&E employs about 700 people in
2 Illinois and Indiana. They are not a local company
3 but they have many employees locally.

4 Now Canadian National as I'm aware
5 is the only intercontinental railroad that spans two
6 nations. They have ports on the eastern and western
7 parts of Canada as well as to run through their
8 major hub in Chicago to New Orleans down to the Gulf
9 of Mexico so they are a fairly large railway.

10 As far as the impact of the
11 transaction. 60 suburban communities would
12 experience a reduction in trains in their towns.
13 Some of the boards on that side of the room it says
14 city of Chicago communities that would experience a
15 reduction in rail traffic, so if you are not from
16 South Holland and you want to find out how it
17 effects you, you can look at that, it can give you
18 the exact number.

19 Less than 30 suburban communities
20 would see increases in rail traffic and most of
21 these are communities that are not as densely
22 populated as many as the other communities. Those
23 are the communities, they are up here too. These
24 are the communities that will experience increases.
25 Sorry about that.

1 The impact. Improve the
2 efficiency of the rail network and reduce rail
3 congestion in the region. It could take a freight
4 train up to 24 hours to travel through Chicago.
5 This number goes up and down. We have heard it can
6 take as many as 6 days to get through Chicago and
7 you have trains pretty much backed up all the way to
8 Iowa whether they are dropping off their goods on to
9 trucks or to get through Chicago onto other ports or
10 other major rail yards.

11 As far as the rail network to help
12 protecting jobs and spur economic development the
13 rail activity, freight in Chicago is one of our
14 economic advantages in the Chicagoland region. We
15 are able to get our goods a little bit cheaper
16 because we have this major rail network here. So by
17 easing up the congestion allowing freight to drop
18 their goods more quickly, it will obviously be
19 passed off to the consumer and ensure public safety
20 throughout the region.

21 According to the draft
22 environmental impact statement, the number of train
23 accidents along CN lines, that's all the lines they
24 are currently running right now, would see a net
25 decrease in the amount of accidents. This would

1 apply to pedestrians and bicyclists along the
2 existing lines.

3 What is the environmental impact
4 statement. I'm telling you some of the findings of
5 it. It is a pretty comprehensive study, 9 inches
6 thick. They due look into every aspect whether it
7 is overall economic impacts to the area and also
8 some of the individual community impacts.

9 The STB issued the draft. It came
10 out July 30th and public comment is allowed up to
11 September 30th. The final environment impact
12 statement will be updated approving or disapproving,
13 will be including most of the comments that every
14 one gives here, everything will be posted on the
15 website, public comment. The final EIS will be
16 issued between December 1st and January 31st so your
17 comments influence what that final EIS is going to
18 be.

19 If only the people that disapprove
20 of this acquisition are heard, then that's all the
21 STB is going to believe is going on. They are not
22 going to see the benefits to this region or to the
23 individual community, so once again that's why it is
24 very important for you guys to submit testimony
25 because as you can see many of the STB hearings if

1 you are paying attention in the news seven out of
2 the eight were in the communities that had a lot of
3 rail would see increases while only one was in the
4 city of Chicago and it was in an area that was not
5 really the easiest to get to. So essentially the
6 communities that were effectively positively were
7 not given proper forum to have their voices heard,
8 so that's why we hope many of you will voice your
9 opinion tonight.

10 Going back to the DIS, the
11 transaction would not preclude implementation of the
12 Star line, although it could introduce potential
13 operational complexities. I'm not too sure about the
14 Star line. I know it is going to be the suburban
15 rail line. It is running from O'Hare airport down
16 to Joliet and it would make use of the EJ&E.
17 Somewhere in the report it does say that Canadian
18 National is more than willing to work with metra in
19 promoting use of this line. So there may be
20 potential operational complexities but when you are
21 running two types of trains on the track, it
22 naturally happens but it happens nearly every day in
23 every railroad in our area. The transaction would
24 not adversely effect the AmTrek service.

25 Of the 87 rail and highway

1 crossings along the EJ&E only 15 would meet the
2 threshold for needing some type of mitigation or be
3 severely effected by increases in rail traffic.

4 Without mitigation towns along the
5 EJ&E, 11 of the dozens of fire and medical
6 emergencies providers would be potentially
7 experience impact, not being about to cross a track,
8 wether it be to get to a fire or respond to an
9 emergency call. So many of the things that have
10 already been happening in South Holland, in Lansing,
11 and many of the already existing in our communities.

12 The current operations at Gary
13 Chicago airport that would not be effected. They
14 are doing the expansion at O'Hare, this will not
15 effect any of that. That was another concern that
16 was disproved in the draft EIS.

17 Here is for commenting. The best
18 way to do it to get your voice heard, the easiest in
19 my eye, is to come up here, have your voice heard,
20 she'll take it down and we'll send it to Washington.

21 If you don't feel comfortable
22 about that, you can record your comments through
23 that 1-800 number. If you cannot take it down now
24 there are fliers in the back with that number on it
25 and you can e-mail them or fill out the comment

1 cards in the back. We appreciate and we guarantee
2 this stuff will make to Washington.

3 There is only one additional
4 public meeting and that is in Joliet. That's
5 tomorrow. So there is some information on that.
6 You could also go to stb.dot.gov, find out more
7 information or if you want to read the entire DEIS
8 and that's it.

9 Were there any questions regarding
10 the logistics of tonight's event.

11 We are going to call individual
12 names of people who want to come up to the mic. If
13 for some reason, you'd like to say something else,
14 go fill out one of the cards and we will call out
15 the name. We ask comments be kept to 3 minutes.

16 Police chief Robert Troy.

17 MR. TROY: My name is Robert Troy and
18 I'm the police chief for the village of Alsip.

19 I'm here today to represent the
20 Alsip community residents and our mayor in support
21 of the acquisition of the EJ&E lines by CN railroad.

22 We do feel that congestion of our
23 roadways is an issue and we feel that the
24 disbursement or re-distribution of the rail lines to
25 other areas of the southland community would greatly

1 help us.

2 We are one of the 60 communities
3 that would be affected in this, and we wanted to go
4 on the record to show our support for this purchase
5 and acquisition.

6 MR. CANNATA: Thank you very much for
7 your comments.

8 The next speaker will be Kathryn
9 Worthen.

10 MS. WORTHEN: Good evening. I'm
11 Kathryn Worthen, a resident of the Villas of South
12 Holland and I would like the members of the
13 residents who are here from that area to raise your
14 hand please.

15 Thank you very much.

16 The Villas of South Holland are
17 proud to say is a community of 64 families age 55
18 and better and our community is bounded on the east
19 by the railroad, so we have experienced many of the
20 things that other communities or areas throughout
21 South Holland and the south land have experienced
22 with the trains.

23 Over the years that we have been
24 there, there has been a distinct increase in the
25 number of trains travelling the tracks. Not only

1 that, due to the constant regular idling of trains,
2 we suffer vibration that disturb our sleep, that
3 disturb any number of things in addition to damages
4 that are done to our property through cracks.

5 This idling also has increased the
6 amount of pollution that we receive. On many
7 instances we wonder if there is a gas leak and have
8 on occasions called Nicor because of this problem,
9 pollution is a major problem.

10 We are in the area of the main
11 thoroughfare, so as has been mentioned before when
12 we move throughout the area from one place to
13 another to keep appointments, etcetera, we are often
14 detained because of trains that are moving or that
15 are sitting still and crossing our main thoroughfare
16 and being a community of people 55 and better, we
17 are concerned about emergency transportation being
18 hindered by trains.

19 Thank you very much.

20 MR. CANNATA: The next speaker is
21 Susan A. Bravo.

22 MS. BRAVO: My name is Susan A. Bravo
23 and I am a resident of South Holland, Illinois, and
24 I would like to point out a few things or expand on
25 a couple of things Kathryn has said.

1 Number 1, we do have a serious
2 problem. We live almost a mile from the tracks and
3 they are many occasions when we can't even carry on
4 a conversation without being interrupted by the
5 trains.

6 The train traffic through South
7 Holland just does not effect 55 and older. We have
8 a young population here, and we have had many
9 instances where the trains have been parked and the
10 children have been late to school, and many of them
11 have been trying to climb over the trains in an
12 obvious serious problem with safety, and there is
13 not anything -- the guards try to stop them but it
14 doesn't do any good. Those trains are a serious,
15 serious problem.

16 If they were not so many, we might
17 be able to have a decent quality of life. This is,
18 as I said, not a community of just 55 and over. We
19 have children from all ages and we have adults from
20 all ages. This is a truly a well blended
21 communities.

22 And we have all had damage to our
23 property. We had to have our ceiling cracks
24 replaced twice. And the damage to our property, I
25 keep looking around and seeing my pictures going

1 crooked. The fact is please everybody, those of you
2 on the committee will you please remember that there
3 is more to this country than just the northern
4 suburbs or the burbs that would be affected by this.
5 We are a big community and we do contribute heavily
6 to the national interest, and I hope our
7 representatives will hear us also.

8 Thank you.

9 MR. CANNATA: Thank you. Shevon
10 Suggs.

11 MS. SUGGS: Good afternoon. I am a
12 resident of South Holland also and I just wanted to
13 go on record and echo the concerns of many of the
14 people here in the room as well.

15 Just as stated before, the train
16 traffic basically effects the quality of life of the
17 residents here. And also my concern is the
18 disturbance of sleep as well.

19 So in addition to all of the
20 concerns here, I wanted to also read a statement in
21 the Sun Times written today, actually yesterday, it
22 was an article that says "The full litany of
23 suburban complaints have been solicited, quantified
24 and documented in thousands of pages of official
25 reports. While the benefits of Chicago

1 neighborhoods has hardly been mentioned. This is no
2 accident." And I want to make sure and really state
3 to all here that they really need to go either
4 online or whatever you need to do to make our voices
5 heard and not just the affluent.

6 Thank you.

7 MR. CANNATA: Jack Lanigan, Sr.

8 MR. LANIGAN: If I may I would like to
9 address the audience.

10 I am Jack Lanigan, I'm the founder
11 and chairman of My Jack Products. I've been in
12 Hazel Crest for 35 years, came in here with 18
13 employees, My Jack worldwide has 3,000 and in the
14 southland we have about 1,000 working every day.

15 As a businessman who started out
16 in his basement, we got a very serious problem and
17 I'll be speaking to the choir because STB knows all
18 about it.

19 Someday we are going to wake up
20 and we won't be able to ship anything, nothing.
21 Right now, 3 years ago, I called for a train or a
22 trailer to deliver one of my cranes across country
23 and I would get the train maybe on 2 days notice, I
24 could start loading, trailer maybe a day and a half.
25 Today I got to put a reservation in, three to

1 four weeks.

2 What does that to me and my cash
3 flow, I build a product, I can't ship it. I have a
4 payroll, these cranes cost over one million and a
5 half dollars. I feel for everybody and I understand
6 how rough it is, but we need the CN to help clarify
7 this congestion we have in the Chicagoland area.

8 Do you know Metra blocks more
9 crossings than any railroad? Do you know that Metra
10 every day, the total railroad industry in the
11 Chicagoland area has to stop from 90 minutes in the
12 morning, 90 minutes in the evening and all the
13 trains block up and it take them 4 hours just to
14 clear the lines. Maybe we should just get rid of
15 Metra but we could not because people have to go
16 downtown and they got the same problem I got.

17 So you tell me and we could work
18 together on this how can we solve this problem?
19 Because someday we are going to have a serious
20 recession, not because of the economy, not because I
21 got enough employees, we just can't ship, and every
22 company knows about this in the food industry, every
23 industry that has a conversion are always talking
24 about transportation. So I want you to think about
25 that. And I would rather listen to a train than be

1 hungry because pretty soon, I mean this, look at
2 4:00 o'clock on 80 all the trailers going west, you
3 can't ship anything. So we got to be thankful we
4 have the CN and other railroads, and I hope the
5 newspaper will make an article about how serious the
6 transportation is.

7 Thank you.

8 MR. CANNATA: Before I call the next
9 speaker if you would like to address the audience
10 feel free.

11 Chet Gronowski.

12 MR. GRONOWSKI: I'm a South Holland
13 resident and I've been a resident for 41 years.
14 I've seen a situation when the community was small
15 and growing, trains weren't all that much of a
16 problem. They were shorter and they were quicker.
17 The more we grew, the more congested it got, the
18 longer the trains got, the more waiting time, so I
19 advocate what was presented here is to move this out
20 into a rural area where they are first starting to
21 grew as this community did 40 or 50 years ago.

22 The other thing I noticed about
23 the trains they are so long that I was behind a car
24 one time and the driver actually fell asleep before
25 the train went by. And I felt sorry for the poor

1 guy because I didn't want him to just sit there. He
2 might have got rear-ended so I blew the horn a
3 couple of days and he did wake up. He turned around
4 and he waived the finger at me because he thought I
5 was just giving him a hard time.

6 The last comment I want to make
7 time is on communications. You know when the Battle
8 of Waterlu was fought one of the biggest things
9 Bonepart's army was one of the strongest at the time
10 and he sent out two of his generals to flank the
11 left and right as he presented a frontal attack.
12 What happened there communications was so bad that
13 before they got the word Napoleon went in and lost
14 the battles because he didn't have the support.
15 Some of these trains that go by, I really get the
16 impression that when they get to the tail end
17 communications is so good now they call the other
18 guy and say it is okay, it is time for you to cross
19 because my tail end is now passing, and there is
20 nothing more frustrating than that.

21 And the last item I have seen
22 ambulances and I wonder where they had to go on an
23 emergency because I knew they could not cross the
24 tracks.

25 Thank you.

1 MR. CANNATA: Carl and Barbara
2 Swetlik.

3 MR. SWETLIK: I will take a pass.

4 MR. CANNATA: Mr. and Mrs. Redding.

5 MR. REDDING: I forgot what I was
6 going to say.

7 I just want you to know I am a new
8 resident of South Holland. I moved here in March
9 from Calumet City but I work in a neighboring
10 community that the trains itself, like he just
11 iterated, tail end back to back. I work in Dalton.
12 It is hard trying to get to work from home being
13 caught by the train, then when I get to work I'm
14 struck by the train, and I'm trying to explain to my
15 supervisor why I'm late. I got nothing to do with
16 the train, so that's my job right there. But by the
17 grace of God they understand the situation.

18 Now with my wife she just told me,
19 she say I just painted the basement floor. I say,
20 okay, it look nice. You remember that crack being
21 there. I don't remember that crack. Now I have a
22 crack in my basement floor because of the vibration
23 itself. I don't know if you all ever felt it or
24 whatever but it feels like someone put a bomb under
25 your house and it shook my house several times. I

1 work rotating shifts. If I'm on 4 to 12 and I get
2 off at 12 give or take maybe 2:00 in the morning as
3 soon as I fall asleep I'm woke right back up because
4 of the train horn. If I'm on day shift, same thing;
5 midnight shit I might leave but the time I come
6 home, eat something go to sleep, there it goes
7 again. If you all are not for it, can I vote twice
8 ?

9 MR. CANNATA: Joe Floyd.

10 MR. FLOYD: I will take a pass but I
11 am for it.

12 MR. CANNATA: Dr. John Magon.

13 MR. MAGON: Case closed. Mr. Cannata,
14 I have to appologise to you because ordinarily I
15 should be addressing you because you are one of the
16 most important people here today, however I cannot
17 turn my back on my villagers so excuse me.

18 My name is John Magon from 554
19 East 168th Court in the fantastic village of South
20 Holland, Illinois. I have responded electronically
21 to this issue here; however, I'm sure many of you
22 have responded electronically and found that I know
23 I sent it to you, you must have gotten it, but so
24 sorry we didn't register your comments. So I want
25 to be so grateful for the opportunity I have here to

1 address all of you our villagers as well as
2 Mr. Cannata who I hope will have an impact on this.

3 But I do have to say with regards
4 to the trains we have in our country, we cannot
5 discount them. They are a very vital part of our
6 community. They are very great economic engines and
7 we have to respect their problems, their financial
8 investments, their labor problems and all of the
9 things that are involved in producing a rail system
10 to bring our products to our homes. But we are now
11 running into a problem where we have not only
12 progress but we have sometimes frustration. And
13 when we run into a problem, it is so wonderful if
14 the entire community as well as our administrators
15 and elected officials can come to a resolution that
16 is very satisfactory to all of us and to the
17 railroad people.

18 We have that solution.

19 We have seen it so many times
20 around our cities. How many times you have gone
21 into St. Louis to Cleveland to Chicago. Those
22 coming through Chicago they want to get up to the
23 northwest side, perhaps Rockford, they are not
24 interested in going through downtown Chicago. They
25 are going to go around the peripheral. We would all

1 do that. And our ground transportation system for
2 automobiles has been denied to do that. It took the
3 traffic away from downtown Chicago and diverted it
4 out to the south.

5 If you have noticed that map that
6 was so beautifully presented at the back of the room
7 or if any of one has had this booklet, it shows how
8 the railroad track would be diverted around the
9 central portion of Chicago, the South Holland area,
10 Lansing and the other small communities which are
11 effected by the congestion, it would diverted and it
12 would go down further south. You know what those
13 areas at the present time are not developed and this
14 is true, but there will be a time where we will take
15 advantage not only of the rail system but we hope
16 someday too we are going to have a big airport in
17 that area and wouldn't it be so neat to have a very
18 workable, viable well-maintained railway system that
19 can provide the material that is needed to function
20 as an airport. That would be such a wonderful
21 thing.

22 If there is a noise problem, some
23 people complain about a noise problem, well John
24 Magon and his lovely wife and his family have lived
25 here since 1963 and as a businessman I was here

1 since 1960. And, yes, everyone has spoke well,
2 there has been an increase of noise in the are.

3 A was lucky enough to have a young
4 man from Germany named Yon Sawyer who stayed with me,
5 and he was at my house for six or seven weeks if not
6 more. Went back to Germany, I was talking with his
7 daughter, his daughter said John loved everything,
8 South Holland was beautiful, but there was so much
9 noise and I said what noise. I didn't notice it.
10 He complained about the train noise. I said I
11 didn't notice it but please tell him he was not
12 listening to noise. He was listening to money. And
13 when those trains move, we have money. We don't
14 want to stop movement of trains, we want them to
15 continue moving on their way.

16 Safety. This is a very, very
17 serious thing. Our firefighter chief is here. He
18 has a problem getting around the railroads. Two
19 railroad crossings are taken up by one train. This
20 is a very serious effort. This is a possible
21 solution.

22 Should we support these things. I
23 have written down over here, hey, I support the
24 rerouting of the this railroad down south and
25 southwest and through the other communities which

1 will have some impact on them and I greatly support
2 the START organization.

3 Thank you.

4 MR. CANNATA: Mr. James Kocinski.

5 MR. KOCINSKI: I am James Kocinski and
6 I too live in South Holland.

7 As the good doctor just mentioned
8 moving trains make money, but they could do it
9 quietly. Currently these tracks cross 162nd, South
10 Park, 170th and there is a train intersection midway
11 in between which earns us three blasts of the horn
12 at every crossing, that's 12 with every train that
13 comes through. 22 trains in a day is 266 blasts of
14 the horn or one every 5 minutes.

15 Make your money but let me sleep
16 in peace.

17 Thank you.

18 MR. CANNATA: CM Helmrath.

19 MR. HELMRATH: I'm CM Helmrath from
20 Chicago Heights, Illinois, and I'm a retired
21 employee of both the CN and EJ&E, however they
22 didn't solicit me to come here tonight.

23 I live five problems away from the
24 EJ&E and about 4 blocks away from CSX, UP, etcetera
25 so we know in Chicago Heights we have lots of

1 trains. I have lived there 60 years and 42 years
2 have been working for the railroad and in pricing
3 and marketing that was always the thing, the faster
4 you get your car from origin to destination, return
5 it, the lesser the products cost for the people who
6 are receiving their products.

7 So the CN wants to move the trains
8 fast. They are not going to be slow moving poking
9 along trains because they believe in that
10 philosophy.

11 When I was a kid living with my
12 grandfather on 63rd and Halsted you could touch the
13 el train as it went past your window. Chicago
14 Heights you hear them all day and night. I live
15 near St. James Hospital so you hear the emergency
16 vehicles, after 60 years I'm almost oblivious to it.
17 I rarely even hear it. So making money for the
18 communities as a whole I think is the most important
19 thing.

20 Thank you.

21 MR. CANNATA: Dominic J. Cristelli.

22 MR. CRISTELLI: Good evening, ladies
23 and gentlemen. I also am a retired railroad
24 employee from Chicago Heights. I started my career
25 with CVI, which is now part of the UP and went to

1 the IC and was there at the time of the acquisition
2 of the Canadian National in 1999.

3 The Canadian National is a road
4 that has not abandoned lines when they took them
5 over to eliminate competition as has been the case
6 in many other acquisitions of rail lines just to
7 eliminate competition.

8 They have tried to build and have
9 succeeded in building, they are a very well run
10 railroad. I worked most of my career in accounting
11 and marketing, but I had my eyes opened the last
12 7 months of my career when I ended up in the
13 operating department, crew calling and also in the
14 Blue Island Tower so I can give you some insight as
15 to why you have all these delays here.

16 There are or six or seven major
17 railroads going through crisscross right at Blue
18 Island in Robbins and you have to listen to the
19 dispatcher of each railroad. There are two major
20 yards there, the Indiana Harbor Belt and the old
21 BOCT, which is now the CSXT. There is trains
22 constantly coming in and out of those yards and CN
23 is one of the railroads you had to wait and they
24 blocked western avenue.

25 If there are four trains ahead of

1 them, they had to sit there and wait. And there are
2 many times we had to advise the Chicago Fire
3 Department to let them know what roads were blocked,
4 and also we had to bust the trains if they were
5 blocked too long so people could get by.

6 When you do that he has to walk a
7 half mile to uncouple it and then put the train back
8 together and they have to build up their air brakes
9 again before they can get on their way: So the
10 congestion mostly was with the lines crossing each
11 other, and this is part of the congestion that is
12 going to be eliminated with this acquisition.

13 Now another thing is these three
14 level cars a lot of them are going to Memphis and
15 New Orleans. Today you have to come up this very
16 line outside this building, go to Harvey, back the
17 train into and go down the old IC line. By using
18 EJ&E they can come in at Madison. You have an
19 underpass on Archer Avenue, which is a couple off of
20 Western Avenue, four lane underpass. You have an
21 underpass on Governor's Highway, four lane underpass
22 which is on the border of Madison -- actually it is
23 right in Madison and then there is a car underpass
24 that's on Birmingham Avenue in Chicago Heights,
25 mainly you are going to through an industrial area

1 in Chicago Heights with EJ&E. And the thing is the
2 train that's going to go through there, but when I
3 was a kid I was only 3 or 4 blocks from there
4 myself, and when U.S. Steel was going full force you
5 had all kinds of cold trains and steel moving on the
6 railroad and EJ&E was a lot more dense line than it
7 is now.

8 With EJ&E being taken by CN they
9 will be utilized. They run a really good company.
10 And again I have not been solicited to tell you this
11 but we need the trucks off the road. And the only
12 reason the railroads can't compete more effectively
13 with your truck traffic is time. The railroads can
14 beat them on price easily. They are the most
15 efficient transportation system in the country but
16 you have to have -- it has to move, we have to
17 compete with them timewise. And I have not been
18 solicited and I have not talked to anybody in
19 management but that's my honest opinion.

20 Thank you.

21 MR. CANNATA: Bruno T. Kozlowski.

22 MR. KOZLOWSKI: Audience, I have been
23 a resident of South Holland for 35 years. I have
24 had these trains come by from the time I moved in
25 here in a period of 1986 or '89 where they stop,

1 they stood, they've grow, they farted and they did
2 all that in back of our homes down this line and
3 back of others. It was clearly a disturbance. I'm
4 talking about our people of South Holland and you
5 others that are affected by this, not by someone
6 else. I know how they feel. I know how we feel.
7 But we have to have some justice.

8 In this country we have to have
9 feeling for justice for everybody. We should have
10 it here too. And, therefore, I'm for the fact of
11 doing something with this line. It is not just the
12 fact of noises and all that. It is traffic. It is
13 emergencies. Where do you go -- I have a heart
14 condition, my wife has cancer, others have problems,
15 where do you go when those two entities are blocked,
16 you go to Thornton for help. I don't know about
17 that. There is nothing wrong with Thornton, but I
18 want our people.

19 So I am for this distribution,
20 this distribution of traffic, not just for the money
21 for the good living of our lives, the people we live
22 with and represent.

23 It is not alone to talk about
24 money, it is not alone to talk about these other
25 things and shipping and this and that, those are all

1 good and necessary but let's give ourselves and
2 break, a chance to live peacefully in this community
3 of ours and others.

4 Thank you.

5 MR. CANNATA: Velma Henderson.

6 MS. HENDERSON: My name is Velma
7 Henderson and I live in the Hollendel community and
8 I've been in South Holland 15 years. I'm sick of my
9 dishes being broken, I'm sick of cracks in my
10 ceiling. You cannot get to the Metra down 159th
11 Street, you have to go through Harvey to a dangerous
12 neighborhood where people have gotten robbed and
13 almost killed. You can't get to work because you
14 can't get across the tracks. If I try to go
15 anywhere, there is a train everywhere. Make all the
16 money you can but please let me be in peace.

17 MR. CANNATA: Thank you. Randall
18 Stegenga.

19 MR. STEGENGA: I am Randy Stegenga. I
20 am the fire chief of South Holland Fire Department
21 and I would like to address this evening the public
22 safety issues.

23 The railroad crossings obviously
24 several times throughout the day are blocked by rail
25 traffic. Consequently in the event of an emergency

1 situation our emergency responding apparatus must
2 divert, take the long way. We call this particular
3 area of South Holland the triangle because if you
4 look at it on the map, it is a triangular piece of
5 property. And within that triangle not only do we
6 have Thornwood High School, the community center,
7 day care facilities, we also have residents and we
8 have our industrial park at the southwest side of
9 town.

10 Starting on the fire department
11 almost 30 years ago and as a paramedic, I can
12 remember sitting in the ambulance waiting for the
13 train to clear so I could make it to the emergency
14 call. In the event of a cardiac arrest or something
15 that is very, very life threatening, those few extra
16 precious minutes can mean the difference between
17 life and death.

18 Consequently because of the
19 situation we have with trains we have to rely on
20 neighboring communities to provide aid while we are
21 talking the long way around. Thornton Fire
22 Department is an automatic response to South Holland
23 for any report of a structure fire or in the event
24 that we are trained and we can't get to a resident
25 or business or school for an emergency medical

1 response, we are relying on our neighboring
2 community to help us, and we all help one another
3 through a mutual aid box alarm system agreement;
4 however, if that particular community has got an
5 emergency of their own going on, obviously they
6 cannot support us.

7 And would I be in favor of a
8 reduction of train traffic in this community, you
9 better believe it... Because many, many times our
10 fire engines or ambulances have to divert or get
11 stopped for responding to the emergency because of
12 train traffic.

13 Okay. Thank you.

14 MR. CANNATA: Is there anyone that
15 passed on comments that would like to come up and
16 say them.

17 John Van Hodges.

18 MR. HODGES: As he said my name is
19 John Hodges, I go by my middle name Van.

20 I live in South Holland but I
21 would like to bring some common sense into this. If
22 you think about what is said tonight, if it is being
23 recorded and sent out to some of these communities
24 that are being considered for the EJ&E change, they
25 are going to fight all the harder against it.

1 But I grew up in a small town in
2 Iowa, the town was founded by the railroad in 1960.
3 It was named after the president of the railroad,
4 and most of my career I have been involved in
5 trucking. In many ways the railroad has been an
6 enemy because they are competition. But common
7 sense tells me that nothing we own came without
8 freight involved. It was either and truck or train,
9 and we can't live without it.

10 The railroad has been a big factor
11 of the expansion of our country through much of its
12 history. And even though it is a competitor of
13 mine, I'm also thankful for it.

14 Growing up in my home town, the
15 railroads did not come through and 10 or 20 miles
16 per hour. It came through at about 50 miles per
17 hour and I lived a block from it. I never heard
18 growing up a complaint about the railroad. It was
19 part of our life.

20 I live in South Holland now, and I
21 suffer as some of you, it has woken me up at times
22 and at night, and definitely would love to see the
23 switch, but common sense tells me the reason for
24 much of our congestion is because of Lake Michigan,
25 the same for our interstates.

1 All this expansion that's going on
2 for the last four or five years here is to relieve
3 our car congestion because of Lake Michigan. These
4 interstates can't go across that lake, railroads
5 can't go across that lake, so we have to come around
6 and guess what they are coming through our
7 communities.

8 And if you look at a map you see
9 all the metra trains going into Chicago and you see
10 that where the population centers are, it is around
11 Chicago. It does not make any sense at all to have
12 all this railroad traffic trying to be funneled
13 through this congested area.

14 So common sense tells me that
15 because of Lake Michigan as soon as we get around
16 it, we have to spread it out again, and the only way
17 to do that is to what they are proposing here.
18 Thank you.

19 MR. CANNATA: Arlo Kallmeyn.

20 MR. KALLEMEYN: Hello everyone, Arlo
21 Kallemyn, President of the South Holland Business
22 Association and I'm hear to represent our 300
23 members. We come out in support of CN acquisition
24 of the EJ&E. We employ -- our employees come from
25 this area, we raise our families and we run our

1 businesses and we need this congestion to be
2 minimized, and we need it to run our businesses in a
3 more efficient manner. We need the team -- when you
4 run a business you need a good team, and we need the
5 government to be a part of this team and see that in
6 the bigger picture this is going to benefit the
7 whole Chicago southland. It is going to effect some
8 towns differently but let's not make any small
9 plans.

10 Every time change comes it effects
11 some people positively and some people negatively,
12 but without change you cannot have improvement and
13 without improvement you cannot have progress. So I
14 would just like to say as President of the South
15 Holland Business Association we support the purchase
16 of the EJ&E by the CN.

17 MR. CANNATA: Jerry Doss.

18 MR. DOSS: My name is Jerry Dos. I'm
19 the new public information officer, director of
20 public relatins for district 205 and on behalf of
21 our school board and superintendent of District 205,
22 we would like to support the START program, the
23 acquisition of the EJ&E railroad and our partner the
24 Village of South Holland.

25 For those of you dont' know who

1 District 205 is, it's Thornton, Thornwood and
2 Thornridge. Besides the county in the state of
3 Illinois we are the biggest governmental entity in
4 the suburbs. We coverage 85 percent of Thornton
5 Township. We have schools in Dalton, Harvey and
6 Thornwood.

7 Operationally in terms of
8 transporting students and going to our various
9 buildings from the district office and our other
10 buildings coming to our district office, alleviating
11 some of the train traffic around here would really
12 help us out. It not only effects Thornwood, the CN
13 railroad and the traffic that is generated from it
14 effects all three schools: Riverdale, Dalton, South
15 Holland, Calument City. We constantly have to make
16 allowances in our daily planning, we have to make
17 allowances for our students being late if they are
18 delayed by the train.

19 And so we would like to again
20 reiterate that we support this initiative and we are
21 behind it 100 percent and anything we can do to
22 help, we will be there for you.

23 MR. SPRINKLE: Good evening, Folks, my
24 name is Devin Sprinkle. I'm with CN. I am the
25 regional manager of the environment in the US.

1 We have heard a lot of great
2 comments tonight mostly in favor which we appreciate
3 obviously.

4 The point I wanted to make and
5 thank the folks from START for giving you folks the
6 opportunity to come here today and be a group and
7 voice your opinions as a group. I've been
8 associated with some of the other meetings that the
9 STB has arranged, all but one of those are
10 communities against the acquisition. I want to
11 thank you folks for having an opportunity to let us
12 you know how you feel, for it or against it.

13 Thank you.

14 MR. CANNATA: Was there anyone else
15 who wanted to make public comment?

16 MR. SABINSKI: I walked from my home
17 here. Thank God I walked or I would have been
18 stopped by a train.

19 Again, I just have one question is
20 Dick Durbin here tonight? Dick Durbin, is he here?
21 He is like Elvis.

22 Well he was there when this whole
23 thing unveiled for the benefit of Barrington.
24 Follow the money, follow the money. How much did
25 you people donate to Dick Durbin and who cares. But

1 guess what he knows where his bread and butter is
2 buttered on. Let me put this way: Guess who is not
3 going to vote for Dick Durbin this time around. It
4 is as simple as that.

5 You guys can sit here and talk to
6 the cows come home. Dick Durbin. Just remember
7 that. That's all it is all about. Nothing else.
8 Nothing else.

9 The fact is where does he get his
10 back wet with seriously. That's all I got to say
11 except like I said, thank God I walked here because
12 the train would have stopped me here. And like I
13 said you guys can talk to the cows come home but
14 remember who is on your side, who is on their side.
15 Where is the money coming from? It is as simple as
16 that. I rest my case.

17 Thank you very much.

18 MR. CANNATA: Were there anymore
19 speakers?

20 We have the written cards that
21 people can fill out. We have information if you
22 want to call and leave a voice mail message for the
23 STB. There is an e-mail address. You can go to
24 Joliet tomorrow. The court reporter is going to say
25 so if you were shy and you didn't want to stand in

1 front of the mic, she will take the written comment
2 and it will be included.

3 MAYOR DeGRAFF: Very, very quickly as
4 you leave a round of a applause please for those
5 people representing START.

6 This is an important issue for us,
7 I think you realize that. I encourage you to fill
8 out the comment cards and do everything you can to
9 help to support this. We need to make sure that
10 South Holland's feelings are well known.

11 Thank you so much.

12 MS. FUQUA: My name is Melanie Fuqua.
13 We need to spread the wealth. The horns are
14 unbelievable. I retired from Thornwood High School
15 and I live in the triangle they are talking about
16 and I have seen kids climb through the trains. If
17 the train starts up they are going to lose a limb
18 and they just sit on those tracks and the horns.

19 I live right across the street
20 from the train at the crossing at 168th and South
21 Park so they are constantly blowing those horns and
22 then they will sit and block traffic and it is scary
23 with the kids crossing.

24 MS. BRAVO: Susan A. Bravo and I would
25 like to point out that, number 1, the large number

1 of people who showed up for this meeting and it was
2 less than 24 hours notice, number 1; and, number
3 two, all the people who were at work couldn't get
4 here at this meetings because of the hour it was
5 held. Number 3, why did a service board
6 representative fail to come to this meeting, why are
7 they afraid to come out here? Is it because we
8 don't have enough money because we are not donating
9 enough money to the powers that be.

10 MS. ADAMS: This is Beth Adams. I
11 just want to go on record as supporting the
12 acquisition of the CN Railway and because of the
13 noise and the safety issue of trying to get around
14 the tracks. When I first moved here I didn't know
15 how to get around the track and I had an emergency
16 and I had a hard time following traffic trying to
17 get through.

18 Thank you.

19 MS. BEARD: Gladys Beard. Actually I
20 just recently moved here from another state and what
21 I found is that I'm not really accustomed to so many
22 trains is that they just sit and sit and spew out
23 this pollution over hours, it comes into your house.
24 And it seems like if there was nothing else that
25 could be done if they could at least not sit. And

1 sometimes the noise is so loud, I wonder what the
2 heck is happening out there. And now I think the
3 man who said that they have to push them forward and
4 then push them back to hook them up, that must be
5 the awful noise I'm hearing a lot and the vibration.
6 More than anything, it is the pollution because
7 there are people with asthma and there is so many
8 people who have problems with their lungs, and I
9 think that is something they need -- they need to go
10 in an area where there is not so many people.

11 Thank you.

12 MS. STEWART: Ida Stewart. I am
13 resident of South Holland and I support the
14 acquisition.

15 I'm really troubled by the quality
16 of life that I now experience. I have lived in the
17 village for about 30 years and I've always loved it
18 and it is very pleasant up until the past 3 years
19 with the trains coming through blowing constantly,
20 constantly, and I've taken a petition from my
21 community. The community of Hollendale to the
22 village board and presented it and I've got no
23 response. I've written letters to Dick Durbin as
24 well as CN Railway and I'm hoping that this will
25 make a difference. I do support it because it is

1 really tough. I ove my home, I love living in South
2 Holland but the quality of life is very poor with
3 the trains blowing. I rarely sleep a full night.
4 So hopefully this will be the answer to what is
5 going on.

6 Thank you.

7 MR. ENRIGHT: Robert Enright. I
8 totally support the acquisition of the EJ&E Railroad
9 by the Canadian National. I would like to say is
10 how selfish can the people who oppose the sale of
11 EJ&E to the Canadian National be would 19 rerouted
12 trains really inconvenience these people. Just
13 because they live in million dollar houses, does
14 that make them too good to have a train role pass
15 their house. I am sure the same people are calling
16 their state representative every time an airplane
17 violates their air space.

18 The EJ&E tracks were in place way
19 before these fancy homes were built. The people
20 moved in knowing that the railroad tracks were
21 there. Now with the economy being the way it is it
22 is time the railroads utilize every avenue available
23 because they are the most economic and safest form
24 of transporting cargo we have today.

25 These people who oppose the sale

1 of the EJ&E to the Canadian National should stop
2 crying and get a grip on reality.

3 MS. KULCZYK: My name is Elizabeth
4 Jane Kulczyk, and I'm here to present my views on
5 the south side of Chicago congestion of the trains.

6 We sit in a situation where one
7 crossing after another is blocked by trains and our
8 schools are impacted by this. The high school has
9 crossing directly south within 50 feet of the high
10 school and our children come late to class.

11 I use the Harvey train station,
12 the Metra, and coming home from that station the
13 other day, the Canadian National now has another
14 train that runs parallel to the elevated tracks.
15 They have constructed and curve track that brings it
16 down to the street level.

17 When I was leaving the station
18 that train was coming down on the curb proceeding at
19 about 15 miles per hour at the best. It was now
20 blocking the crossing at 155th and Halsted. I had
21 to zigzag down a whole bunch of pothole streets to
22 avoid this. Coming back to Halsted, I proceeded
23 south to Route 6. And I looked at the crossing east
24 of Route 6 and now that crossing is being blocked by
25 the same train. I proceeded south to Taft, made a

1 left-hand turn, went east, went under the viaduct on
2 State Street, it is on the viaduct over my head on
3 State Street. By the time I got to my home on South
4 Park, believe it or not, those gates were down too.
5 If I didn't have this escape route, I would have
6 never gotten home. You are fleeing here and there.
7 You are trying to do everything to avoid the
8 constant trains.

9 I realize we need the trains, but
10 I think the south side has a super abundance of them
11 and we would like to share some of this with our
12 neighboring communities. Fair is fair and they
13 should take their part of the burden because we have
14 to have the transportation of the goods the trains
15 provide. We fully realize that. It is not fair for
16 one area to have a burden like this imposed upon us.

17 I thank you for listening to this.

18 MS. VARICHAK: I'm Helen Varichak
19 and I have been a resident of South Holland for over
20 50 years and my main complaint is on Thursday night
21 my husband and I we turn from our church playing
22 bingo. We work there. On the average of every week
23 around 9:30 we would be coming home and I don't
24 think there was 1 week out of 50, we didn't have to
25 stop for the train.

1 As we sat there waiting for the
2 gates to go up to have a clearing, we would see
3 sometimes as soon as it happened people would want
4 to go around the gates because the train went down
5 because they know it is long. We go on angle road
6 back to Indiana Avenue to come around.

7 Many times we tried to get there
8 earlier but faithfully every week it would be there.
9 And they would stop and go and stop and go. You
10 waited at least 15 minutes. I know the police try
11 to keep the timing going but they don't. We need
12 help. Something should be done about it and I think
13 we deserve it after 50 years.

14 Thank you.

15
16
17
18
19
20
21
22
23
24
25

1 STATE OF ILLINOIS)

) SS.

2 COUNTY OF C O O K)

3

4 KATHLEEN J. HENDRIX, being first duly
5 sworn, on oath, says that she is the court reporter
6 who reported in shorthand the proceedings had of the
7 said cause, and that the foregoing is a true and
8 correct transcript of her shorthand notes so taken
9 as aforesaid.

10

11

KATHLEEN J. HENDRIX, C.S.R.

12

C.S.R. License # 084-004180

13

14

15

16

17

18

19

20

21

22

23

24

25

CERTIFICATE OF CERTIFIED SHORTHAND REPORTER

I, Kathleen Hendrix, a Certified Shorthand Reporter of the State of Illinois, do certify that I reported stenographically the proceedings had in the afore-entitled cause on the date and at the time so specified, and that the foregoing is a true and correct transcript of those proceedings by me so reported.

IN WITNESS WHEREOF, I have set my hand and seal this
day of *23rd*, *September* *2008*

Kathleen J. Hendrix

Certified Shorthand Reporter # 840-04108

A	30:15	26:22 40:10	Arlo (2)	14:7	blew (1)
abandoned (1)	advantages (1)	amount (3)	42:19,20	bad (1)	26:2
34:4	14:14	3:19 14:25 20:6	army (1)	26:12	block (3)
able (3)	adversely (1)	AmTrek (1)	26:9	Barbara (1)	24:13 41:17
14:15 21:17	16:24	16:24	arranged (1)	27:1	47:22
23:20	advise (1)	and/or (2)	45:9	Barrington (1)	blocked (7)
abundance (1)	35:2	3:22 9:8	arrest (1)	45:23	34:24 35:3,5
52:10	advocate (1)	angle (1)	39:14	basement (3)	37:15 38:24
accepted (1)	25:19	53:5	article (2)	23:16 27:19,22	51:7,24
2:19	affluent (1)	announced (1)	22:22 25:5	basically (2)	blocking (2)
accident (1)	23:5	9:9	asleep (2)	10:3 22:16	7:20 51:20
23:2	aforesaid (1)	answer (2)	25:24 28:3	Battle (1)	blocks (3)
accidents (2)	54:9	10:16 50:4	aspect (1)	26:7	24:8 32:24 36:3
14:23,25	afraid (1)	anti-purchase...	15:6	battles (1)	blowing (3)
accounting (1)	48:7	3:9	associated (1)	26:14	47:21 49:19
34:10	afternoon (3)	anybody (1)	45:8	Beard (2)	50:3
accustomed (1)	2:1,4 22:11	36:18	Association (3)	48:19,19	Blue (2)
48:21	age (1)	anymore (1)	8:6 42:22 43:15	beat (1)	34:14,17
acknowledge ...	19:17	46:18	asthma (1)	36:14	board (10)
8:25 9:3	agenda (1)	apparatus (1)	49:7	beautiful (1)	2:5,20 6:6 7:7
acknowledge...	10:14	39:1	attack (1)	31:8	10:24 12:10
6:19,21	ages (2)	apparently (1)	26:11	beautifully (1)	12:13 43:21
acquisition (18)	21:19,20	4:20	attention (1)	30:6	48:5 49:22
7:8 8:10,18	ago (3)	applause (2)	16:1	behalf (3)	boards (1)
10:4 11:2,24	23:21 25:21	5:14 47:4	at-grade (1)	7:6 8:17 43:20	13:13
12:13 15:20	39:11	apply (1)	7:18	believe (4)	BOCT (1)
18:21 19:5	agreement (1)	15:1	audience (3)	15:21 33:9 40:9	34:21
34:1 35:12	40:3	appointments...	23:9 25:9 36:22	52:4	bomb (1)
42:23 43:23	ahead (1)	20:13	automatic (1)	Belt (1)	27:24
45:10 48:12	34:25	appologise (1)	39:22	34:20	Bonepart's (1)
49:14 50:8	aid (2)	28:14	automobiles (1)	benefit (3)	26:9
acquisitions (1)	39:20 40:3	appreciate (4)	30:2	8:13 43:6 45:23	booklet (1)
34:6	air (2)	9:2 10:1 18:1	available (1)	benefits (2)	30:7
activity (1)	35:8 50:17	45:2	50:22	15:22 22:25	border (1)
14:13	airplane (1)	approach (2)	avenue (6)	best (2)	35:22
Adams (2)	50:16	8:2,15	34:24 35:19,20	17:17 51:19	borders (1)
48:10,10	airport (4)	approve (1)	35:24 50:22	Beth (1)	8:23
add (1)	16:15 17:13	12:13	53:6	48:10	bounded (1)
8:21	30:16,20	approved (2)	average (2)	better (3)	19:18
addition (2)	alarm (1)	12:9,14	7:10 52:22	19:18 20:16	box (1)
20:3 22:19	40:3	approving (1)	avoid (2)	40:9	40:3
additional (3)	alleviating (1)	15:12	51:22 52:7	bicyclists (1)	brainer (1)
3:22 4:1 18:3	44:10	approximatel...	aware (1)	15:1	6:4
address (6)	allotting (1)	2:17	13:4	big (4)	brakes (1)
2:4 23:9 25:9	11:5	Archer (1)	awful (1)	2:10 22:5 30:16	35:8
29:1 38:21	allow (2)	35:19	49:5	41:10	Bravo (5)
46:23	2:8,8	area (21)		bigger (1)	20:21,22,22
addresses (2)	allowances (2)	1:4 2:11 5:2	B	43:6	47:24,24
4:3,4	44:16,17	7:24 15:7 16:4	back (20)	biggest (2)	bread (1)
addressing (1)	allowed (1)	16:23 19:13	2:25 11:7,8	26:8 44:3	46:1
28:15	15:10	20:10,12 24:7	16:10 17:24	bingo (1)	break (1)
administrativ...	allowing (2)	24:11 25:20	18:1 27:11,11	52:22	38:2
9:21	12:7 14:17	30:9,17 35:25	28:3,17 30:6	bit (1)	briefly (1)
administrator...	Alsip (2)	39:3 42:13,25	31:6 35:7,16	14:15	6:16
29:14	18:18,20	49:10 52:16	37:2,3 46:10	blasts (2)	bring (2)
adults (1)	ambulance (1)	areas (5)	49:4 51:22	32:11,13	29:10 40:21
21:19	39:12	3:12,21 18:25	53:6	blended (1)	brings (1)
advantage (1)	ambulances (2)	19:20 30:13	backed (1)	21:20	51:15

24:4 33:5 costs (1) 3:22 count (1) 2:21 country (10) 4:9 5:24 6:14 12:2 22:3 23:22 29:4 36:15 37:8 41:11 county (2) 44:2 54:2 couple (3) 20:25 26:3 35:19 course (1) 3:12 court (4) 10:21 28:19 46:24 54:5 cover (1) 9:2 coverage (1) 44:4 cows (2) 46:6,13 crack (3) 27:20,21,22 cracks (3) 20:4 21:23 38:9 cranes (2) 23:22 24:4 credit (1) 4:22 Crest (1) 23:12 Crete (1) 6:18 crew (1) 34:13 crisscross (1) 34:17 Cristelli (2) 33:21,22 crooked (1) 22:1 cross (4) 17:7 26:18,23 32:9 crossing (10) 20:15 32:12 35:10 47:20 47:23 51:7,9 51:20,23,24 crossings (6) 7:18 8:14 17:1 24:9 31:19	38:23 crying (1) 51:2 CSX (1) 32:24 CSXT (1) 34:21 curb (1) 51:18 current (1) 17:12 currently (3) 11:17 14:24 32:9 curve (1) 51:15 CVI (1) 33:25 C.S.R (2) 54:11,12 D daily (1) 44:16 Dalton (3) 27:11 44:5,14 damage (2) 21:22,24 damages (1) 20:3 Dan (4) 6:17,22 8:20,21 dangerous (1) 38:11 daughter (2) 31:7,7 day (14) 1:20 5:12 7:11 7:14 16:22 23:14,24 24:10 28:4 32:13 33:14 38:24 39:7 51:13 days (5) 4:11,13 14:6 23:23 26:3 dear (1) 2:5 death (1) 39:17 December (1) 15:16 decent (1) 21:17 decision (6) 2:21,22 3:2 6:7 6:14,24	decrease (3) 5:11 7:12 14:25 deem (1) 6:13 definitely (1) 41:22 DeGRAFF (4) 2:1,2 8:20 47:3 degree (1) 6:25 DEIS (1) 18:7 delayed (1) 44:18 delays (3) 7:19 8:12 34:15 deliver (1) 23:22 denied (1) 30:2 dense (1) 36:6 densely (1) 13:21 department (6) 12:11 34:13 35:3 38:20 39:10,22 deserve (1) 53:13 destination (1) 33:4 detained (1) 20:14 developed (1) 30:13 development (...) 14:12 Devin (1) 44:24 Dick (6) 45:20,20,25 46:3,6 49:23 difference (2) 39:16 49:25 differently (1) 43:8 directly (1) 51:9 director (1) 43:19 DIS (2) 10:6 16:10 disapprove (1) 15:19 disapproving ... 15:12 disbursement ...	18:24 discount (1) 29:5 discuss (1) 10:14 dishes (1) 38:9 dispatcher (1) 34:19 disproved (1) 17:16 distinct (1) 19:24 distribution (2) 37:19,20 district (5) 43:20,21 44:1,9 44:10 disturb (2) 20:2,3 disturbance (2) 22:18 37:3 divert (2) 39:2 40:10 diverted (3) 30:3,8,11 doctor (1) 32:7 document (1) 10:7 documented (1) 22:24 doing (3) 11:5 17:14 37:11 dollar (1) 50:13 dollars (1) 24:5 Dominic (1) 33:21 donate (1) 45:25 donating (1) 48:8 dont (1) 43:25 Dorsey (1) 9:4 Dos (1) 43:18 Doss (2) 43:17,18 downtown (3) 24:16 29:24 30:3 dozens (1) 17:5	Dr (1) 28:12 draft (4) 10:6 14:21 15:9 17:16 driver (1) 25:24 drop (1) 14:17 dropping (1) 14:8 due (2) 15:6 20:1 duly (1) 54:4 Durbin (6) 45:20,20,25 46:3,6 49:23 D.C (1) 6:7 E earlier (2) 3:2 53:8 earns (1) 32:11 ease (1) 11:25 easiest (2) 16:5 17:18 easily (1) 36:14 easing (1) 14:17 east (6) 1:9,19 19:18 28:19 51:23 52:1 eastern (2) 11:16 13:6 eat (1) 28:6 echo (1) 22:13 economic (6) 7:21 14:12,14 15:7 29:6 50:23 economy (2) 24:20 50:21 effect (4) 16:24 17:15 21:7 43:7 effected (3) 17:3,13 30:11 effectively (2) 16:6 36:12 effects (8)	6:24 7:20,21 13:17 22:16 43:10 44:12 44:14 efficiency (1) 14:2 efficient (3) 7:24 36:15 43:3 effort (3) 2:14 9:21 31:20 eight (1) 16:2 EIS (5) 10:15 11:14 15:15,17 17:16 either (2) 23:3 41:8 EJ&E (26) 2:17 3:10 5:8 7:8 8:18 11:17 12:17 13:1 16:16 17:1,5 18:21 32:21 32:24 35:18 36:1,6,8 40:24 42:24 43:16 43:23 50:8,11 50:18 51:1 el (1) 33:13 elected (1) 29:15 electronically ... 28:20,22 elevated (1) 51:14 Elgin (1) 11:16 eliminate (2) 34:5,7 eliminated (1) 35:12 Elizabeth (1) 51:3 Elvis (1) 45:21 emergencies (2) 17:6 37:13 emergency (11) 17:9 20:17 26:23 33:15 38:25 39:1,13 39:25 40:5,11 48:15 emissions (1) 4:19 empathetic (2)
---	---	--	--	--	--

35:21 grace (1) 27:17 grade (1) 8:14 grandfather (1) 33:12 grants (1) 3:24 grateful (1) 28:25 great (3) 8:23 29:6 45:1 greatly (2) 18:25 32:1 grew (3) 25:17,21 41:1 grip (1) 51:2 Gronowski (2) 25:11,12 ground (1) 30:1 group (4) 2:12 5:22 45:6 45:7 grow (1) 37:1 growing (3) 25:15 41:14,18 guarantee (1) 18:1 guards (1) 21:13 guess (4) 8:1 42:6 46:1,2 Gulf (1) 13:8 guy (2) 26:1,18 guys (3) 15:24 46:5,13	happy (1) 10:16 Harbor (1) 34:20 hard (3) 26:5 27:12 48:16 harder (1) 40:25 Harvey (4) 35:16 38:11 44:5 51:11 Hazel (1) 23:12 head (1) 52:2 hear (5) 7:6 22:7 33:14 33:15 42:22 heard (13) 2:9,18 7:1,5 9:8 14:5 15:20 16:7 17:18,19 23:5 41:17 45:1 hearing (4) 1:3 2:7 9:15 49:5 hearings (2) 3:6 15:25 heart (2) 2:5 37:13 heavily (1) 22:5 heck (2) 8:3 49:2 Heights (6) 32:20,25 33:14 33:24 35:24 36:1 held (3) 1:5,19 48:5 Helen (1) 52:18 Hello (1) 42:20 Helmrath (3) 32:18,19,19 help (10) 14:11 19:1 24:6 37:16 40:2,2 44:12,22 47:9 53:12 Henderson (3) 38:5,6,7 HENDRIX (2) 54:4,11 hey (2)	8:3 31:23 high (4) 39:6 47:14 51:8 51:9 highest (1) 7:11 Highland (1) 7:13 highway (2) 16:25 35:21 hindered (1) 20:18 history (1) 41:12 Hodges (3) 40:17,18,19 Holland (38) 1:2,8,10,20 2:3 3:13 7:9,13 10:1 13:16 17:10 19:12 19:16,21 20:23 21:7 22:12 25:12 27:8 28:20 30:9 31:8 32:6 36:23 37:4 38:8,20 39:3 39:22 40:20 41:20 42:21 43:15,24 44:15 49:13 50:2 52:19 Holland's (1) 47:10 Hollendale (1) 49:21 Hollendel (1) 38:7 home (12) 12:1 27:12 28:6 41:14 45:16 46:6,13 50:1 51:12 52:3,6 52:23 homes (4) 4:18 29:10 37:2 50:19 honest (1) 36:19 hook (1) 49:4 hope (5) 16:8 22:6 25:4 29:2 30:15 hopefully (1) 50:4 hoping (1)	49:24 horn (4) 26:2 28:4 32:11 32:14 horns (3) 47:13,18,21 Hospital (1) 33:15 hosting (1) 9:25 hour (4) 41:16,17 48:4 51:19 hours (5) 4:19 14:4 24:13 48:2,23 house (5) 27:25,25 31:5 48:23 50:15 houses (1) 50:13 hub (2) 4:9 13:8 hungry (1) 25:1 husband (1) 52:21	impression (1) 26:16 improve (3) 11:25 12:15 14:1 improvement ... 12:16 43:12,13 inches (2) 10:9 15:5 included (1) 47:2 including (1) 15:13 inconvenience... 50:12 increase (6) 3:11,19 5:18 7:3 19:24 31:2 increased (2) 5:10 20:5 increases (4) 13:20,24 16:3 17:3 increasing (1) 5:23 Indiana (5) 7:13,14 13:2 34:20 53:6 individual (3) 15:8,23 18:11 industrial (2) 35:25 39:8 industry (3) 24:10,22,23 influence (1) 15:17 information (7) 6:11 10:4,10 18:5,7 43:19 46:21 infrastructur... 8:14 12:15 initiative (1) 44:20 insight (1) 34:14 instances (2) 20:7 21:9 intelligent (1) 6:13 intercontinen... 13:5 interest (1) 22:6 interested (1) 29:24 interrupted (1) 21:4	intersection (1) 32:10 interstates (2) 41:25 42:4 introduce (3) 6:16 9:6 16:12 invest (1) 12:14 investment (1) 8:14 investments (1) 29:8 involved (3) 29:9 41:4,8 Iowa (2) 14:8 41:2 Ironhorn (1) 6:17 Island (2) 34:14,18 issue (10) 5:25 6:1,1,2,24 7:1 18:23 28:21 47:6 48:13 issued (2) 15:9,16 issues (2) 3:22 38:22 item (1) 26:21 iterated (1) 27:11
H			I		J
half (3) 23:24 24:5 35:7 Halsted (3) 33:12 51:20,22 hand (2) 9:11 19:14 happen (2) 4:15 6:4 happened (2) 26:12 53:3 happening (3) 4:21 17:10 49:2 happens (2) 16:22,22			IC (2) 34:1 35:17 Ida (1) 49:12 idling (2) 20:1,5 Illinois (8) 1:10,20 13:2 20:23 28:20 32:20 44:3 54:1 impact (8) 13:10 14:1,22 15:3,11 17:7 29:2 32:1 impacted (2) 8:10 51:8 impacts (2) 15:7,8 implementati... 16:11 importance (2) 9:14,17 important (6) 4:10 7:4 15:24 28:16 33:18 47:6 imposed (1) 52:16		J (3) 33:21 54:4,11 Jack (4) 23:7,10,11,13 James (3) 32:4,5 33:15 Jane (1) 51:4 January (2) 2:23 15:16 Jerry (2) 43:17,18 job (1) 27:16 jobs (1) 14:12 Joe (1) 28:9 John (6) 28:12,18 30:23 31:7 40:17,19 Joliet (5) 11:16 12:18

7:13 mutual (1) 40:3	neighboring (4) 27:9 39:20 40:1 52:12 neighbors (1) 7:12 net (1) 14:24 network (3) 14:2,11,16 never (2) 41:17 52:6 new (4) 13:8 27:7 35:15 43:19 news (1) 16:1 newspaper (2) 10:5 25:5 nice (1) 27:20 Nicor (1) 20:8 night (4) 33:14 41:22 50:3 52:20 noise (11) 4:20 30:22,23 31:2,9,9,10,12 48:13 49:1,5 noises (1) 37:12 northern (1) 22:3 northwest (1) 29:23 notes (1) 54:8 notice (4) 23:23 31:9,11 48:2 noticed (2) 25:22 30:5 number (18) 2:12 3:2,5 4:24 5:9 13:18 14:5 14:22 17:23 17:24 19:25 20:3 21:1 47:25,25 48:2 48:2,5	obtain (1) 11:10 obvious (1) 21:12 obviously (5) 12:3 14:18 38:23 40:5 45:3 occasions (2) 20:8 21:3 office (2) 44:9,10 officer (1) 43:19 official (2) 10:25 22:24 officials (2) 3:1 29:15 okay (3) 26:18 27:20 40:13 old (2) 34:20 35:17 older (1) 21:7 once (1) 15:23 online (1) 23:4 opened (1) 34:11 operates (1) 12:18 operating (1) 34:13 operational (2) 16:13,20 Operationally... 44:7 operations (2) 11:25 17:12 opinion (7) 2:8 6:10 9:15 10:12 11:3 16:9 36:19 opinions (1) 45:7 opportunity (8) 2:7,16 3:25 4:7 10:11 28:25 45:6,11 oppose (2) 50:10,25 oral (1) 10:20 orange (1) 12:19 order (1)	4:6 ordinarily (1) 28:14 organization (...) 12:12 32:2 origin (1) 33:4 Orleans (2) 13:8 35:15 outside (1) 35:16 ove (1) 50:1 overall (1) 15:7 owned (1) 11:17 owners (1) 6:9 o'clock (1) 25:2 O'Hare (2) 16:15 17:14	paying (1) 16:1 payroll (1) 24:4 peace (2) 32:16 38:16 peacefully (1) 38:2 pedestrians (1) 15:1 people (34) 6:21 9:7 11:21 13:1 15:19 18:12 20:16 22:14 24:15 28:16 29:17 30:23 33:5 35:5 37:4,18 37:21 38:12 43:11,11 45:25 46:21 47:5 48:1,3 49:7,8,10 50:10,12,15 50:19,25 53:3 people's (1) 4:18 percent (2) 44:4,21 period (1) 36:25 peripheral (1) 29:25 person (1) 11:6 perspective (2) 4:6 6:3 petition (1) 49:20 philosophy (1) 33:10 picture (1) 43:6 pictures (1) 21:25 piece (1) 39:4 place (5) 5:1,4,4 20:12 50:18 planning (1) 44:16 plans (1) 43:9 playing (1) 52:21 pleasant (1) 49:18	please (7) 6:18 19:14 22:1 22:2 31:11 38:16 47:4 plight (1) 8:9 Podgorski (3) 6:17,22,23 point (4) 7:1 20:24 45:4 47:25 poking (1) 33:8 police (3) 18:16,18 53:10 politics (1) 6:20 pollution (4) 20:6,9 48:23 49:6 poor (2) 25:25 50:2 populated (1) 13:22 population (2) 21:8 42:10 portion (1) 30:9 ports (2) 13:6 14:9 position (2) 3:14,16 positively (2) 16:6 43:11 possible (1) 31:20 posted (1) 15:14 potential (2) 16:12,20 potentially (1) 17:6 pothole (1) 51:21 powers (1) 48:9 precious (1) 39:16 preclude (1) 16:11 present (2) 30:13 51:4 presentation (2) 10:19 11:14 presented (4) 25:19 26:11 30:6 49:22 president (4)
N name (13) 2:2,8 18:15,17 20:22 28:18 38:6 40:18,19 43:18 44:24 47:12 51:3 named (2) 31:4 41:3 names (1) 18:12 Napolean (1) 26:13 national (20) 2:16,24 3:1,10 3:23 4:23 5:8 6:2 7:23 10:15 11:15 13:4 16:18 22:6 34:2,3 50:9,11 51:1,13 nations (1) 13:6 naturally (1) 16:22 near (2) 2:5 33:15 nearly (1) 16:22 neat (1) 30:17 necessarily (1) 8:11 necessary (1) 38:1 need (19) 3:20 6:12,21 12:13 23:3,4 24:6 36:11 43:1,2,3,4,4 47:9,13 49:9,9 52:9 53:11 needed (2) 12:16 30:19 needing (1) 17:2 needs (1) 6:4 negatively (2) 8:10 43:11 neighborhood... 38:12 neighborhood... 4:2 23:1	O O (2) 54:2,2 oath (1) 54:5 oblivious (1) 33:16	P pages (1) 22:24 painted (1) 27:19 parallel (1) 51:14 paramedic (1) 39:11 park (4) 32:10 39:8 47:21 52:4 parked (1) 21:9 part (7) 12:11 29:5 33:25 35:11 41:19 43:5 52:13 particular (3) 3:12 39:2 40:4 partner (1) 43:23 parts (1) 13:7 pass (3) 27:3 28:10 50:14 passed (2) 14:19 40:15 passing (2) 12:24 26:19 Patrick (1) 2:25			

50:10,25 sat (1) 53:1 satisfactory (1) 29:16 Sawer (1) 31:4 says (3) 13:13 22:22 54:5 scary (1) 47:22 school (7) 21:10 39:6,25 43:21 47:14 51:8,10 schools (3) 44:5,14 51:8 see (22) 2:10 3:1,19 5:10,11,17 7:10,11,15 8:13 12:17,19 13:20 14:24 15:22,25 16:3 41:22 42:8,9 43:5 53:2 seeing (1) 21:25 seen (4) 25:14 26:21 29:19 47:16 selfish (1) 50:10 send (2) 11:11 17:20 sense (5) 40:21 41:7,23 42:11,14 sent (4) 10:23 26:10 28:23 40:23 September (3) 1:5,21 15:11 serious (9) 21:1,12,14,15 23:16 24:19 25:5 31:17,20 seriously (1) 46:10 serve (1) 3:14 service (3) 6:5 16:24 48:5 serving (1) 8:5 seven (4) 12:2 16:1 31:5	34:16 severely (1) 17:3 share (3) 8:1,22 52:11 Shevon (1) 22:9 she'll (1) 17:20 shift (1) 28:4 shifts (1) 28:1 ship (4) 23:20 24:3,21 25:3 shipping (2) 12:3 37:25 shit (1) 28:5 shook (1) 27:25 shorter (1) 25:16 shorthand (2) 54:6,8 show (1) 19:4 showed (1) 48:1 shows (1) 30:7 shy (1) 46:25 sick (2) 38:8,9 side (9) 4:17 11:7 13:13 29:23 39:8 46:14,14 51:5 52:10 sides (2) 3:4 7:5 sign (1) 2:10 significant (5) 3:11 5:13,16,17 5:18 significantly (1) 11:24 simple (3) 3:17 46:4,15 sit (9) 26:1 35:1 46:5 47:18,22 48:22,22,25 51:6 sits (1)	7:19 sitting (2) 20:15 39:12 situation (9) 2:4 5:11,21 9:16 25:14 27:17 39:1,19 51:6 situations (2) 4:3 5:15 six (5) 3:15 12:1,23 31:5 34:16 sleep (5) 20:2 22:18 28:6 32:15 50:3 slow (1) 33:8 small (6) 5:25 12:12 25:14 30:10 41:1 43:8 solicit (1) 32:22 solicited (3) 22:23 36:10,18 solution (3) 1:4 29:18 31:21 solutions (2) 2:11 4:25 solve (1) 24:18 someday (3) 23:19 24:19 30:16 soon (4) 25:1 28:3 42:15 53:3 sooner (1) 2:24 sorry (3) 13:25 25:25 28:24 sources (1) 3:23 south (53) 1:2,8,10,20 2:2 3:13 5:9 7:8 7:13 8:5 9:25 13:16 17:10 19:11,16,21 19:21 20:23 21:6 22:12 25:12 27:8 28:19 30:4,9 30:12 31:8,24 32:6,9 36:23 37:4 38:8,20	39:3,22 40:20 41:20 42:21 43:14,24 44:14 47:10 47:20 49:13 50:1 51:5,9,23 51:25 52:3,10 52:19 southland (3) 18:25 23:14 43:7 southwest (2) 31:25 39:8 south/southea... 4:17 space (1) 50:17 spans (1) 13:5 sparingly (1) 9:15 speak (1) 11:6 speaker (3) 19:8 20:20 25:9 speakers (1) 46:19 speaking (1) 23:17 Special (1) 1:19 spew (1) 48:22 spoke (1) 31:1 spread (2) 42:16 47:13 Sprinkle (2) 44:23,24 spur (1) 14:12 Sr (1) 23:7 SS (1) 54:1 St (2) 29:21 33:15 stability (1) 7:21 stand (3) 4:18 6:18 46:25 Star (2) 16:12,14 staring (1) 25:20 start (11) 1:4 2:11,14 3:15 5:22 9:21	23:24 32:2 43:22 45:5 47:5 started (2) 23:15 33:24 Starting (1) 39:10 starts (1) 47:17 state (9) 2:8 7:23 23:2 44:2 48:20 50:16 52:2,3 54:1 stated (1) 22:15 statement (4) 14:22 15:4,12 22:20 station (3) 51:11,12,17 stayed (1) 31:4 STB (8) 8:8 12:10 15:9 15:21,25 23:17 45:9 46:23 stb.dot.gov (1) 18:6 steel (3) 11:18 36:4,5 Stegenga (3) 38:18,19,19 Stewart (2) 49:12,12 stood (1) 37:1 stop (8) 21:13 24:11 31:14 36:25 51:1 52:25 53:9,9 stopped (3) 40:11 45:18 46:12 street (7) 1:9,20 38:11 47:19 51:16 52:2,3 streets (1) 51:21 strongest (1) 26:9 strongly (4) 5:21 8:7,15,17 struck (1) 27:14	structure (1) 39:23 students (2) 44:8,17 study (1) 15:5 stuff (1) 18:2 stymied (1) 5:1 submit (1) 15:24 suburban (5) 8:5 13:11,19 16:14 22:23 suburbs (3) 11:21 22:4 44:4 succeeded (1) 34:9 suffer (2) 20:2 41:21 Suggs (2) 22:10,11 Sun (1) 22:21 super (1) 52:10 superintende... 43:21 supervisor (1) 27:15 support (22) 3:9 7:8,22 8:16 8:18 10:20,25 18:20 19:4 26:14 31:22 31:23 32:1 40:6 42:23 43:15,22 44:20 47:9 49:13,25 50:8 supporting (2) 2:14 48:11 sure (9) 2:6,15 3:22 4:24 16:13 23:2 28:21 47:9 50:15 surface (3) 2:20 10:23 12:10 Susan (3) 20:21,22 47:24 Swetlik (2) 27:2,3 switch (1) 41:23 sworn (1)
--	---	---	--	--	--

views (1) 51:4	45:4,15	41:21	\$	2	5:00 (2) 1:6,21
village (11) 1:2 2:5 7:7,17 8:17,21 18:18 28:19 43:24 49:17,22	wants (1) 33:7	wonder (3) 20:7 26:22 49:1	\$100 (1) 12:15	2 (3) 4:11,12 23:23	50 (6) 25:21 41:16 51:9 52:20,24 53:13
villagers (2) 28:17 29:1	Washington (5) 6:6 10:24 12:12 17:20 18:2	wonderful (2) 29:13 30:20	\$300 (2) 2:18 11:17	2:00 (1) 28:2	501 (2) 1:9,19
Villas (2) 19:11,16	Waterlu (1) 26:8	word (1) 26:13	0	20 (1) 41:15	55 (4) 19:17 20:16 21:7,18
violates (1) 50:17	Waukegan (1) 12:18	work (10) 16:18 24:17 27:9,11,12,13 28:1 38:13 48:3 52:22	084-004180 (1) 54:12	2008 (2) 1:5,21	554 (1) 28:18
vital (2) 5:22 29:5	way (11) 6:3 14:7 17:18 31:15 35:9 39:2,21 42:16 46:2 50:18,21	workable (1) 30:18	1	205 (3) 43:20,21 44:1	
voice (10) 2:7 6:10 10:11 10:20 11:3 16:8 17:18,19 45:7 46:22	ways (2) 11:10 41:5	worked (2) 4:23 34:10	1 (4) 21:1 47:25 48:2 52:24	22 (3) 5:12 7:10 32:13	6
voices (2) 16:7 23:4	wealth (1) 47:13	working (2) 23:14 33:2	1st (1) 15:16	24 (3) 4:19 14:4 48:2	6 (4) 7:18 14:6 51:23 51:24
volume (1) 7:11	website (1) 15:15	worldwide (1) 23:13	1,000 (1) 23:14	266 (1) 32:13	60 (7) 2:13 3:16 5:22 13:11 19:2 33:1,16
vote (2) 28:7 46:3	week (3) 52:22,24 53:8	world's (1) 5:2	1-800 (1) 17:23	294 (3) 11:19,23 12:20	63rd (1) 33:12
W	weeks (2) 24:1 31:5	Worthen (3) 19:9,10,11	10 (3) 1:5 4:19 41:15	3	64 (1) 19:17
wait (2) 34:23 35:1	weighing (1) 6:7	Worziak (1) 9:22	10th (1) 1:20	3 (6) 5:12 18:15 23:21 36:3 48:5 49:18	7 (1) 34:12
waited (1) 53:10	welcoming (1) 6:7	wouldn't (1) 30:17	100 (1) 44:21	3,000 (1) 23:13	700 (1) 13:1
waiting (3) 25:18 39:12 53:1	welcome (1) 11:11	written (5) 22:21 31:23 46:20 47:1 49:23	11 (1) 17:5	30 (3) 13:19 39:11 49:17	8
waived (1) 26:4	well-maintain... 30:18	wrong (2) 5:20 37:17	12 (4) 4:19 28:1,2 32:12	30th (2) 15:10,11	80 (1) 25:2
wake (2) 23:19 26:3	went (8) 25:25 26:13 31:6 33:13,25 52:1,1 53:4	Y	15 (4) 17:1 38:8 51:19 53:10	300 (1) 42:22	85 (1) 44:4
walk (1) 35:6	weren't (1) 25:15	yards (3) 14:10 34:20,22	155th (1) 51:20	31st (1) 15:16	87 (1) 16:25
walked (3) 45:16,17 46:11	west (3) 5:9 9:20 25:2	year (1) 8:4	159th (1) 38:10	35 (2) 23:12 36:23	89 (1) 36:25
wall (1) 2:10	western (3) 13:6 34:24 35:20	years (18) 4:24 8:22 19:23 23:12,21 25:13,21 33:1 33:1,16 36:23 38:8 39:11 42:2 49:17,18 52:20 53:13	162nd (1) 32:9	355 (3) 11:19,23 12:20	9
want (25) 2:3 8:6,11 9:16 10:10 11:6,21 13:16 18:7,12 23:2 24:24 26:1,6 27:7 28:24 29:22 31:14,14 37:18 45:10 46:22,25 48:11 53:3	wet (1) 46:10	yesterday (1) 22:21	168th (2) 28:19 47:20	4 (6) 4:11,12 24:13 28:1 32:24 36:3	9 (2) 10:9 15:5
wanted (5) 19:3 22:12,20	wether (1) 17:8	Yon (1) 31:4	170th (3) 1:9,19 32:10	4:00 (1) 25:2	9:30 (1) 52:23
	we'll (1) 17:20	young (3) 9:4 21:8 31:3	18 (1) 23:12	40 (1) 25:21	90 (2) 24:11,12
	wife (3) 27:18 30:24 37:14	Z	19 (2) 7:14 50:11	41 (1) 25:13	90-94 (1) 11:22
	willing (1) 16:18	zigzag (1) 51:21	1960 (2) 31:1 41:2	42 (1) 33:1	911 (1) 9:9
	window (1) 33:13		1963 (1) 30:25	5 (1) 32:14	
	woke (1) 28:3		198 (1) 12:18		
	woken (1)		1986 (1) 36:25		
			1999 (1) 34:2		