

091008 CHI Bartnicki.txt

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

9 STATEMENT OF:  
10 RONALD BARTNICKI  
11

12 SEPTEMBER 10, 2008  
13

14 INDIANA UNIVERSITY NORTHWEST  
15 3400 BROADWAY  
16 GARY, INDIANA  
17  
18  
19

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1 MR. BARTNICKI: My name is Ronald  
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2 Bartnicki, B-a-r-t-n-i-c-k-i. I am the  
3 president of the EMS Board of Control in  
4 Griffith, Indiana. I'd like to read a  
5 letter from Jerry E. Miller, chief  
6 operations officer of Prompt Ambulance  
7 Service, Inc. He has a letter here  
8 concerning the increased traffic on the  
9 current EJ&E line through the town of  
10 Griffith.

11 He is saying that Prompt  
12 Ambulance Service, Inc., provides emergency  
13 medical service to the town of Griffith  
14 with the ambulance station at Lake and  
15 Griffith Boulevard. Our understanding is  
16 that the train traffic on the EJ&E line  
17 will dramatically increase, and the trains  
18 would also increase in length. If that  
19 happens, the chances of a train stopping  
20 due to other train traffic are also a  
21 concern which must be addressed.

22 The line which runs north and  
23 south divides the town of Griffith in half  
24 and also crosses the main north-south

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1 thoroughfare, Broad Street, south of Main  
2 Street. Limited crossings of the line  
3 hamper the access to both the east and  
4 south areas of the town, the only nongrade

5 crossing as we drove.

6 In the event of blocked  
7 crossings, which potentially could block  
8 all crossings from Broad Street past 45th  
9 Street, forcing the responding ambulances  
10 up to Ridge Road and then over to Arbogast  
11 or Colfax, response times then, in those  
12 areas on the eastern portion of the town,  
13 could increase from an average of 3 minutes  
14 to 8 to 12 minutes. Ambulance responses in  
15 the worst-case scenario to the areas south  
16 of the tracks could be as long as 12 to 15  
17 minutes.

18 Revenue for emergency medical  
19 services to the town of Griffith is user  
20 fees billed to the patients and no tax  
21 dollars are provided. The call volume does  
22 not indicate the need for additional  
23 ambulances. If delayed responses occur due  
24 to blocked crossings, response time

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1 criteria would need to be removed from the  
2 agreement.

3 In order to provide response  
4 times within an acceptable range, the town  
5 may be forced to contract an additional  
6 ambulance and absorb a cost of up to  
7 \$400,000 per year. Safety of the residents

8 and the possible effects to EMS fire and  
9 police services should be addressed  
10 immediately.

11 Sincerely submitted, Jerry E.  
12 Miller, Chief Operations Officer, Prompt  
13 Ambulance.

14 This is representing the EMS  
15 Board of Control of Griffith, Indiana.

16 I feel that the Canadian  
17 National's proposed purchase of EJ&E would  
18 have three major issues of impact on  
19 Griffith. The first would be  
20 environmental. It would have a critical  
21 impact on the emergency ambulance services  
22 for Griffith. Right now we only have one  
23 dedicated ambulance in our town at any one  
24 time. If an ambulance is stopped by a

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1 200-car train, as is proposed by Canadian  
2 National, it will entail a delay to get a  
3 back-up ambulance from elsewhere to the  
4 scene on the other side of the tracks.

5 Our current town contract with  
6 our emergency services provider, Prompt  
7 Ambulance, is good for nine more years. It  
8 stipulates that Prompt will average less  
9 than four minutes for emergency calls to  
10 the scene for every month. This will

11 become impossible if there is these lengthy  
12 trains coming through our community.

13 In critical situations, when a  
14 heart patient needs resuscitation or  
15 advanced life support, it will be  
16 impossible to reach them in a reasonable  
17 period of time. Every minute that is  
18 delayed means 10 percent less survival  
19 rate.

20 EMS is well over double the  
21 times that only basic life support services  
22 are now needed. Even though we do not have  
23 the call volume to justify contracting an  
24 additional ambulance in our town, our town

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1 would be forced eventually to have our  
2 contract renegotiated to include an  
3 additional ambulance at a cost of up to  
4 \$400,000, according to Prompt Ambulance,  
5 per year. And still they would have to  
6 remove the response time criteria in the  
7 contract, which is currently at less than  
8 four minutes average per month.

9 The next issue is quality. Our  
10 town is divided in half by these tracks.  
11 We will delay traffic crossing town from  
12 north to south and east to west. Because  
13 the traffic goes right through residential

14 areas for the entire length of tracks in  
15 Griffith, it will increase the noise and  
16 vibration sixfold if there are three times  
17 the number of trains coming through  
18 Griffith, with double the length of the  
19 trains.

20 Finally, there is a safety  
21 issue. We will increase the number of  
22 hazardous carloads going through our town  
23 of Griffith almost tenfold; from 45  
24 railroad cars to 400 railroad cars per day

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1 and possibly the impact that might have if  
2 there is an accident with a train.

3 With a number of crossings  
4 affected in Griffith, which is seven, it  
5 will seriously affect the safety of  
6 pedestrian and vehicle traffic unless  
7 overpasses are built, and not at the  
8 expense of the town of Griffith.

9 We note that Canadian National  
10 is a multibillion-dollar company, and  
11 Griffith certainly cannot afford all those  
12 overpasses.

13 So with all those reasons, we  
14 find that there is serious and dangerous  
15 impact on our community of Griffith.

16 Sincerely, Ronald Bartnicki,  
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17 president of the EMS Board of Control,  
18 Griffith, Indiana.

19 (End of statement.)

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