

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE
3 ELGIN, JOLIET AND EASTERN RAILWAY COMPANY
4
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6 STATEMENT OF:
7 DOUGLAS DUGUID
8 AUGUST 27, 2008
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12 BARRINGTON HIGH SCHOOL
13 616 WEST MAIN STREET
14 BARRINGTON, ILLINOIS
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20 CHIMNIAK REPORTING & VIDEO
21 Telephone: 312.781.9111
22 Reported by: Joanne M. Brogan, 084-002466
23
24

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1 MR. DUGUID: My name is Douglas
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2 Duguid. I'm from Barrington -- actually
3 Lake Barrington but part of the Barrington
4 community. My comments that I want to
5 address are really concerning the safety.
6 We really have a divided town as far as
7 where emergency services are, where
8 hospitals are placed and where the schools
9 are. It's going to be impossible, when
10 they are talking -- I just spent 20 minutes
11 talking to the CN officials, and I got 20
12 minutes of nothing; and they're rolling
13 their eyes at me and making I am not aware
14 of what I'm speaking about.

15 what I'm concerned about is
16 their claim of 5 percent a day of traffic
17 interruption is over an hour per day,
18 roughly an hour per day. Now, we are
19 talking if that train has all four
20 crossings blocked for any amount of time,
21 any emergency vehicle trying to get to an
22 emergency at one of the schools or carry a
23 patient to the hospital will be
24 inconvenienced by up to 45 minutes because

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1 of the flow of traffic. There is no way
2 for the traffic to divert sideways to let
3 an emergency vehicle get through once it is
4 stopped by the trains. Those lanes are
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5 blocked completely, and there is no
6 rerouting to get around to the other side
7 of the tracks.

8 So CN has not made any comments
9 about where they're really planning on
10 alleviating this congestion or alleviating
11 the danger of failed emergency services to
12 perhaps an injured child at the school,
13 perhaps an elderly person with a burst
14 aneurysm or on a stroke or having a heart
15 attack. Paramedics cannot save an aneurysm
16 patient or a severe trauma patient. They
17 can simply try and keep that person alive
18 until they are at the hospital. If that is
19 delayed by 10, 15, 20, 45 minutes, that
20 person surely 90 -- much higher record --
21 or possibility of death for that person.
22 The day it's a child -- it's not one of
23 their children. I don't think they really
24 care. That was the opinion that I got from

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1 their actions, their comments and their
2 rolling of their eyes whenever I made
3 safety concerns to them. All they said was
4 we can go faster through town and shorten
5 everything. Well, jeez, a 6,000 foot train
6 traveling 40 to 60 miles per hour is an
7 extremely dangerous prospect. It has a
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8 higher chance of derailment. It has a
9 higher chance of pedestrian casualty and of
10 traffic fatalities. So they don't really
11 want to concern this; and when I asked them
12 what their cost savings was for this, they
13 specified something on the order of pennies
14 or less per ton of freight.

15 So what I'm seeing is that they
16 are simply looking at their bottom line
17 when they're moving hundreds of millions of
18 tons through, and they're saving a few
19 cents which can eventually be passed on to
20 the consumer by remaining on the lines
21 where they are, and the safety problems are
22 alleviated. There are no more safety
23 problems by remaining on the current CN
24 lines.

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1 I just heard him use the word
2 what word did he use? He used a very vague
3 word when talking about increases of
4 traffic. Oh, boy, I can't think of what he
5 said. I'm trying to think of it. It's
6 improbable that there will be a greater
7 increase in traffic than what they've
8 proposed so far, but improbable doesn't
9 mean impossible. Once they see that
10 there's an alleviation on other lines and
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11 it saves them even a penny per ton, now
12 we're going to start talking about an
13 increase of trains maybe 30, 40, 50 trains
14 per day. Now we just become another rail
15 yard to them.

16 They are looking only for --
17 they're not looking out for the concerns of
18 citizens. They're only looking for the
19 concerns of their stockholders, the bottom
20 lines or their bottom, their pockets. The
21 executives get more bonuses. We get the
22 shaft. So it's just -- I don't see how
23 they're really serious about addressing the
24 issues where they are talking about

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1 addressing the emergency services, the
2 grade crossing issues, the traffic issues.
3 They're not serious about it. And that's
4 really all I have to say.

(End of statement.)

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