

admitted that he was not privy to the EAV or taxes, but did state that CSX Transportation owned a majority of the stock for INDR.

Next to comment was Greta Dennison who said she was skeptical of the railroad management and even though INDR was asking for only one crossing now, how could we be assured that they would come back at a later time and ask for more? She stated that she could not support any crossing closings at all.

Walt Fritchie, who had worked for the railroad for 20 years questioned why the railroad operations could not make up their trains on the East (or North) side as they had done in the past. He was of the opinion (as were many) that if they could confine their making-up of the trains on the east that it would eliminate many of the problems that they are faced with daily, such as switching on the west, whistling at every crossing, etc. Cummings advised that it was not feasible at this time because of environmental issues.

Larry Surrells stated that most of his questions had already been addressed, except for the fact that he wondered if the railroad was making money at the expense of the Village. For instance, how many of the tracks, that could be used to make up the trains on the east side, being leased to Marathon? He was also quick to point out that the Board of Trustees and the Mayor took the stand that information should be made available to the public regarding the possible closing and re-emphasized why the letters were sent out as well as the letter to the Illinois Commerce Commission.

Statements were made by the business community, as well as by many other concerned citizens. Cummings buffeted many questions regarding safety, economical, environmental & extended crossing blockages. Over twenty-five (25) objections were made to the closing of any crossings at this time. Safety, economics & environmental issues were the main concerns of everyone.

By concensus the meeting adjourned at 8:05 p.m..

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President

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Clerk