

1 SCOPING MEETING FOR THE PROPOSED CANADIAN
2 NATIONAL RAILWAY COMPANY ACQUISITION OF THE ELGIN,
3 JOLIET AND EASTERN RAILWAY COMPANY
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9 STATEMENT OF:
10 MAE BRANDON
11 AUGUST 25, 2008
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14 HOLIDAY INN
15 500 HOLIDAY PLAZA DRIVE
16 MATTESON, ILLINOIS
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19 CHIMNIAK COURT REPORTING & VIDEO
20 Telephone: (312) 781-9111
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23 REPORTED BY: Rachel F. Gard, CSR, RPR, 084-3324
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1 MS. BRANDON: My name is Mae, M A E, Brandon,
2 B R A N D O N. I'm a resident of Park Forest, as well

3 as a village trustee in Park Forest.

4 I understand that businesses have the right to
5 buy and sell and so, therefore, I'm not opposed to the
6 right of Canadian to buy EJ&E. But I think in their
7 efforts to do that, they should take into consideration
8 the impact on the surrounding communities, specifically
9 Park Forest and the Park Forest area.

10 We have the primary entrance in and out of the
11 village is Western Avenue which crosses the EJ&E
12 Railroad. And at any point in time in any day, that
13 entrance is blocked by a train. And sometimes the
14 trains are simply sitting or traveling so slowly that
15 the traffic gets backed up very much down on either side
16 of Western Avenue.

17 It's also a safety matter for our children.
18 We have School District 163, which children have to
19 travel across from the east -- well, let's see from the
20 north and western, south and western to get to their
21 schools and vice versa. There is an elementary school
22 that is located north of Western Avenue that is part of
23 the Park Forest/Chicago Heights School District. So
24 that means the buses have to travel that way to pick up

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1 and deliver those kids. It impacts their time that the
2 children have to travel if they're caught by a train in
3 terms of getting to and from school.

4 It also impacts safety from hospitals. We
5 have St. James, Olympia Fields, and Chicago Heights that
6 are sort of in our surrounding area. And if you are in
7 need of emergency to have to go around the EJ&E

8 Railroad, it could be very -- a matter of life and
9 death.

10 So I think that Canadian Rail needs to look at
11 those, provide some type of separated crossing, and that
12 crossing should not be burdened by the communities. Our
13 communities are already burdened with costs that it has
14 to deal with, infrastructure, things like that that just
15 makes it more of an impact on residents. So, therefore,
16 I feel Canadian Rail should take the burden of the cost
17 of making those separated crossings for all.

18 I think that's basically -- You know, there
19 are other issues. For instance, we have residents that
20 are -- live right in that area so they have to listen to
21 the rail, the trains each day. I'm not convinced that
22 there will be less accidents; I'm sorry.

23 If there is any type of accident where you're
24 talking about some sort of hazardous spill, that's a

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1 major deal. And how is it that we deal with that when
2 the traffic becomes -- is at issue like that when you
3 have a hazardous spill. Who's to deal with that? We
4 are. We're the ones that have to do with it. The
5 railroad won't be around. It will be our residents, our
6 safety, our public works. All of this, we will have to
7 deal with that burden because Canadian Rail will be on
8 its way. It doesn't live there.

9 So all in all, I feel that if Canadian Rail is
10 allowed to buy EJ&E, then they should pay for the costs
11 of providing the safety aspects for the communities that
12 come their way. I don't know if that makes sense or

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13 not.

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