

10365

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

STATEMENT OF:

ROBERT McCRAY

AUGUST 25, 2008

HOLIDAY INN

500 HOLIDAY PLAZA DRIVE

MATTESON, ILLINOIS

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MR. McCRAY: My name is Robert McCray,
M-C-C-R-A-Y, and I'm from the Village of Park Forest.

Well, the proposed increase in train traffic or volume that is on the horizon once the Canadian National Corporation acquires the EJ&E properties and their track line could potentially have a disastrous effect on my town.

One of the most important things is just southeast of one of the grade crossings, we have already plans for -- for the redevelopment of a shopping center that once was there and then had been lying dormant for a number of years. The last couple of stores have already closed.

But we have this new developer, who has a proven track record, and he has shown us great plans, which we have signed off on, and we were hoping that this was going to come about. Of course, this was months before we heard about the present situation that we are, you know, in protest of.

But it could impact things negatively such as school bus bus traffic, emergency services traffic, commuters trying to get home from work, shoppers, because you never can tell when there might be trains, say, for example, Saturday mornings or Friday evenings when people are trying to come back and forth from their shopping trips.

If -- you know, let's say that a mother's a working mom. She's coming home; she stopped at the grocery; she got

dinner. She gets to a particular point, and there is a mile-and-a-half train that she's got to wait for. She may not have another crossing point without going way out of her way.

And not only that, let's say that she pulls up into a queue line and doesn't realize what's going on in time. She can't get out of the queue line because people behind her won't back up because all they want to do is just go forward.

It could be pretty messed up, and we just don't want to experience that. We don't want this to just be something that is, you know, like forgone conclusion or done deal or nothing like that. We want to have all the, you know, vested parties sit down with us, help us plan some things: overpasses, underpasses, whatever we need so that we don't have this thing where the towns begin to feel bad and have feelings of enmity toward this company.

The company, sure, I understand its need to move their freight or whatever their business product might be from point A to point B. They can take advantage of going around the City of Chicago. There's a great deal many more stops probably in the city than there are out here. That would be something that would be expeditious for them. Well, expeditious for them, fine. We just don't want it to be disastrous for us. That's all.