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

STATEMENT OF:
MARYANN ROSENBLUM
AUGUST 25, 2008

HOLIDAY INN
500 HOLIDAY PLAZA DRIVE
MATTESON, ILLINOIS

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MS. ROSENBLUM: Maryann, M-A-R-Y-A-N-N, and the last name is Rosenblum, R-O-S-E-N-B-L-U-M, Park Forest.

I'm very concerned about our access to our two main hospitals. Park Forest is an elongated town. It's narrow and long. Railroad cuts it in half going east and west. Park Forest goes north and south.

So you -- the fire stations are on the other side. The ambulances are on the other side. Hospitals are across the railroad tracks.

And the police. The police will not have access to the other part of the town. We're talking about half the town is cut off from its services.

And then, of course, we have schools all over with buses, in fact, even out of the town itself. So then that becomes a matter of the buses getting the children to the schools and getting them home. I mean, that was one of my main things.

And also, I don't know if it's going to matter one way or another, but somebody said we'll bring it up. We have well water in Park Forest, and we not only stayed with it, we just -- don't put this in either.

Here's the railroad, right here (indicating), this line. And this is only like the middle of the town. It's not the upper part. And one, two, three, four wells out of seven. Seven wells in the town, so four of them.

And the wells have a 1,000-foot setback maximum, but they have a minimum setback of 400 feet, and all four of these are within that minimum. So the wells are right by the tracks or on the tracks or under the tracks or whatever.

And I'm thinking that that large increase in the amount of trains going through, heavy locomotives and excessive amount of freight cars being pulled through and the excessive amount of trains running in a 24-hour period, whether there are going to be repercussions for the wells and the water plant, which is right there too. The water plant is perpendicular to the -- you know, it's right in back of them, the train tracks -- the train rails, whatever.

But those are my main thoughts. There are probably others, but I can't remember.

The other thing that I'm concerned about too, I have listened to -- are you from the Chicago area? I listen to "Chicago Tonight." I've read the papers, not necessarily all of them, you know, the "Tribune" and the local papers and listened to the radio and have not heard anything -- not that I -- probably haven't -- certainly haven't heard it on "Chicago Tonight."

Purpose and need. There are three primary purposes of the proposal. Action No. 3 is this (indicating): "Provide access to customers located on EJ&E, including steel, chemical, petrochemical, and utility industries."

And I am rather unhappy that I've not heard that. The

only thing I've heard in the press about -- on the TV, et cetera, is the whole purpose of this is because Chicago has too many trains going down the center, and it's very disruptive for them. And, therefore, that was why they wanted to go around and up. You know, this has not been mentioned.

That's probably it. Thank you very much.

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MS. ROSENBLUM: The Saturday, September 16th, "Chicago Tribune" article had -- its caption read "CN Seeks Early Rail Merger."

In a filing announced Friday, CN asks the Surface -- STB board to rule by October 15 on its proposed purchase of the EJ&E. Okay. That's one part.

Also, CN asked the board to decide by September 15th whether it would act on the purchase in October. If it doesn't, CN said it was prepared to ask a federal court to order the agency to rule. Now, the point I want to make is as of this date, the 25th, August 25th, the additional seven meetings of August 26th, 27th, and 28th and September 8th, 9th, 10th, and 11th are yet to occur. How will the STB be able to absorb all the new information and reply to CN that fast?