

Joshua Wayland
Surface Transportation Board
C/O VHB 940 Main Campus Drive
Suite 500
Raleigh, North Carolina 27606

Att. ENV. Filing Docket # FD 36500

Dear Mr. Wayland,

Last fall I commented by phone with regard to the proposed merger between the Canadian Pacific and Kansas City Railways. At that time I made no suggestions for mitigation of the negative effects the merger would certainly have. I do not know if there is an opportunity in the process for the public to do so but I nevertheless offer some suggestions.

The railroad policy of destroying vegetation along the tracks should be modified and supervised by knowledgeable contractors or employees in order to reduce the noise, air and water pollution, smell, visual blight, erosion, etc, and create a visual barrier from commercial activities. Planting should be allowed on railroad property as long as the plantings do not overhang the graveled portion of the right of way. Trees greatly reduce noise, air and water pollution, the smell of diesel fumes, and shield commercial activities from residential areas. Trees, gardens and well kept grass contribute to the aesthetics of the area and help to mitigate the property value losses caused by the railroad's presence. Rather than destroy vegetation, the railroad should encourage tree-planting as a way to reduce its own impact on climate change. *A tree subsidy should be available to near-by property owners who would agree to care for the tree.*

Railroad personnel engaged in tree cutting, trimming and maintenance should be performed under the direct supervision of a trained arborist. Presently they cut limbs off parallel to the edge of the tracks instead of at a collar, and trim only those branches that overhang the tracks, leaving an emaciated, unbalanced tree with dead limbs that eventually fall on power lines, blow onto roofs, and force adjacent property owners to clean up yet another railroad mess.

Herbicides and pesticides should be banned from use in residential areas and used only rarely if at all in non-residential settings, and only under the direct supervision of a person licensed to apply such chemicals. Use of herbicides and pesticides are dangerous to humans, pets, domestic animals and wildlife and are also significant sources of pollution to streams, rivers, lakes, and wells. Most of the route of the US route of CP parallels the Mississippi River and crosses numerous of its tributaries. On the 1 ½ mile stretch of the street upon which I live are 50 homes between the railroad tracks and the Mississippi River **all of which use well water.**

Noise pollution and vibration should be reduced and enforced by non-railroad personnel. Reduce vibration by limiting loads, speeds, and train lengths. Compensate property owners for damages resulting from noise and vibration exceeding certain decibels. Whistle blowing at guarded crossing should be eliminated, especially at night in residential areas. Instead, some engineers bow their horns 3 times in the 1200 feet between our home and the guarded crossing, all night long! Heavily loaded oversized cars rattle windows and loosen plaster as a result of vibrations that reverberate deeply throughout our limestone substrata.

Railroads should recognize, encourage and reward adjacent property owners' who beautify railroad property. Property owners often spend thousands of dollars in planting, feeding, maintaining and weeding trees and flowers on railroad property, rather than live with an unsightly view. Rather than destroy healthy, desirable vegetation that adds value all property and mitigates the negative effects of climate change, environmental pollution including noise and vibration, *railroads should incentivize adjacent property owners to continue to help railroads minimize or control the ill-effects of railroads. Instead of 100 feet of wasteland, why not 100 feet of parkland?*

Thank you for your attention to my suggestions. While I wish the proposed merger were not to be a reality, I hope that some of its negative effects can be reduced or eliminated.

Sincerely,

A handwritten signature in cursive script that reads "Linda J. Kamp".

Linda J. Kamp
833 Canal Shore Drive SW,
Le Claire, Iowa 52753