

#E1-2779
RCS

Surface Transportation Board
Case Control Unit
Washington, D.C. 20423

Attention: Rini Ghosh

Received
1/30/07

STB Finance Docket No. 34284

After reviewing Vol. 1 and Vol. 2 of the Supplemental Draft Environmental Impact Statement I have come to two conclusions: One it would be best for the county of Medina and the people residing in this county that the Surface Transportation Board decline the application of a Fortune 500 Company to force their will on same. This rail line will still be determined by the much criticized law of Eminent Domain that should have been rewritten long ago. This law was not intended to give this kind of power to money making ventures that are against the God given right of the people to protect their property.

Two: The items in Vol. 1 and Vol. 2 that in my opinion have not been adequately addressed or answered: 6,000 acres of water a year from the Edwards Aquifer. Is there enough water there to guarantee 50 years from now. (The life of the quarry) and that our personal wells will not dry up.

2. What effect will 9,000 lbs. of explosives twice a week will have on wells
What effect of the explosives residue that will not be captured when gravel is washed and this uncaptured water seeps into the Edwards Aquifer 50 years from now.
3. Not one had addressed the issue of power to run this quarry. where will it come from, will Vulcan build or put in power lines to the quarry at their own expense? Will the line cross private property that will also have to be taken by eminent domain or will the line have to be provided by the county of Medina at the tax payers expense.
4. Road crossing to trains at grade will they have arms or Just Lights?
5. When rail lines crossing private property and separate it into sections, Will SGR give them access to same? Will they have to cross over tracks? Will they have a tunnel, or bridge? This should not be left out for further mediation.
6. Sonner or later SGR will require spurs to be built to handle trains. Will this land also be acquired by eminent domain?
7. Another question is how many quarries will follow? As they have done in San Antonio to New Braunfels Texas. Then how many trains and tracks will be allowed?
8. If the rail line will be a common carrier. Why not have the road that parallel this track be open to the land owner's for common use? If you can take our land the least you could do is let us use it.
9. As an add on to these comments, I would like to thank the Wieblens Vol. 2 for volunteering our land for the modified Eastern Line. However need I mention that this line would destroy a historical location that is registered with the State of Texas by Dr. Thomas Hester and given a Number site 41ME132 (The Buddy Mangold