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VIA ELECTRONIC FILING AND FIRST-CLASS MAIL

Ms. Phillis Johnson-Ball
Surface Transportation Board
Section on Environmental Analysis
1925 K Street NW
Washington, DC 20423

**Re: STB Finance Docket 34797
New England Transrail, LLC
d/b/a Wilmington & Woburn Terminal Railway—
Petition for an Exemption from 49 U.S.C. §10901
to Acquire, Construct, and Operate as a Rail Carrier on Tracks and Land
in Wilmington and Woburn, Massachusetts**

Dear Ms. Johnson-Ball:

I live in a house built circa 1720 on Route 38, Main Street, in Woburn, three houses from the *Entering Wilmington* sign and I **oppose** New England Transrail's ("NET") petition to acquire, construct, and operate as a rail carrier (the "Petition") on the land owned by the Olin Corporation in Wilmington and Woburn (the "Site").

I echo and iterate the comments made in the many letters sent to the Surface Transportation Board by our Mayor, City Council, state and federal senators and representatives, residents, and citizens groups such as Woburn Neighborhood Association, the Concerned Citizens Network, and the Wilmington-Woburn Collaborative.

I cannot begin to find stronger language to iterate the devastating effects this proposed trash transfer rail station would have on the communities of Wilmington and Woburn.

Wilmington/Woburn is NOT the appropriate site.

Wilmington and Woburn are SATURATED with contamination, whether certain contaminated areas have been remediated or not. This very historic, highly-populated, and incredibly congested area just 11 miles northwest of Boston cannot physically yield to neither contamination from a truck-to-rail trash transfer operation nor the significant truck traffic it will generate.

The proposed trash transfer rail station operation would have the severest detrimental impact on the heavily populated areas in Wilmington and Woburn. There are dense residential neighborhoods at both ends of Eames Street, and along the entire length of Route 38, known as Main Street in Woburn.

The Olin Chemical site is not remediated and the extent of contamination is not fully understood. The site must remain undeveloped until its contamination issues are resolved.

400 trucks per day are not possible on our already-congested streets. We are unprepared in the event of a

spill. The new on-ramp built for Route 93 is too narrow for safely transporting materials in trucks.

Two elementary schools, a daycare center, and a large senior housing complex are located on Route 38, Main Street, within one mile of the Wilmington line, which is less than ¼ mile from the Olin site.

Noise, dust, and odor generated by the immense grinding operation will be an unbearable nuisance to the nearby densely-populated areas of North Woburn and South Wilmington.

I, along with thousands of others, literally live in the shadows of contamination, remediated or not, that nevertheless remains in the ground and water... the unlined, capped Woburn Landfill, the Merrimac Chemical Works, the numerous tanneries that populated Woburn, the infamous Wells G & H Superfund Site, and the Industri-Plex Superfund site.

I urge the Surface Transportation Board's Section on Environmental Analysis to listen to the reasoned and justified concerns presented by the residents, groups, associations, and officials in Wilmington, Woburn, Boston, and elsewhere, and decide accordingly to abide by and defer to the EPA's jurisdiction over the Site now classified as an EPA Superfund Site, regardless of the outcome raised by the jurisdictional issues in the Petition for Expedited Consideration filed by the National Solid Wastes Management Association and other supporting parties.

The Wilmington/Woburn glass of water is not only full, but has been spilled countless times. The spills are still being cleaned up, are still leaking, and are still awaiting remediation. As we await remediation, I ask you to please acknowledge the fact that you can't pour any more contamination and traffic into our glass—already full, already way past its capacity to hold anything at all more.

NET and any decisions you make in favor of their petitions will unequivocally choke this congested, historic area of Massachusetts and threaten the public safety and very basic quality of life for the men, women, and children living, playing, gardening, walking, driving, and working nearby and in the immediate vicinity of the Olin Site, already an existing nightmare with which we are living daily.

I respectfully submit these concerns to you and thank you for your letter of April 7, 2006, soliciting comments from interested persons.

Thank you for your consideration of my concerns which are shared by my family, neighbors, and municipal, state, and federal elected officials.

Sincerely,

Tracey A. Harwood

cc: Mayor Thomas L. McLaughlin
Woburn City Council
Woburn Neighborhood Association
Wilmington-Woburn Collaborative
The Honorable Robert A. Havern, Massachusetts State Senate
The Honorable James R. Miceli, Massachusetts House of Representatives
The Honorable Patrick M. Natale, Massachusetts House of Representatives