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16274

1832 Hart Street  
Dyer, IN 46311  
December 5, 2008

Ms. Phillis Johnson-Ball  
Surface Transportation Board  
395 E. Street, SW  
Washington, DC 204233

Reference: Notice of Intent to Participate in commenting on the Surface  
Transportation Board Docket Number 35087 Final Draft.

Dear Ms. Johnson-Ball:

The issues previously voiced in the Draft Environmental Impact Statement (Note  
EI-4226) are flawed as a result of the following:

1. At the January 16, 2008 meeting, I spoke with someone who identified himself as an employee of HDR Engineering. At that time I verbally granted them access to my property for the purpose of placing vibration and noise monitoring equipment. The person took my name and address. I was led to believe that testing and monitoring would be done. Nothing was done.

Upon reviewing the Draft Environmental Impact Statement, I found that the monitoring equipment was placed nowhere near my building. My building sits 10' from the center of the rail line, not 200' as indicated in the Draft Environmental Impact Statement. (See pages 265 and 254)

2. As mentioned in my original documentation, not only is there a major concern with noise and vibration levels, but there is the added concern with safety. Derailment, which causes an accordion effect or cars being knocked into my building, is a real and serious concern. (Rail gates tend to get stuck and cars go around the gates.)
3. The increase in rail traffic will not only negatively impact my building but it will also negatively impact the 10 people that work at the two companies that occupy the space.

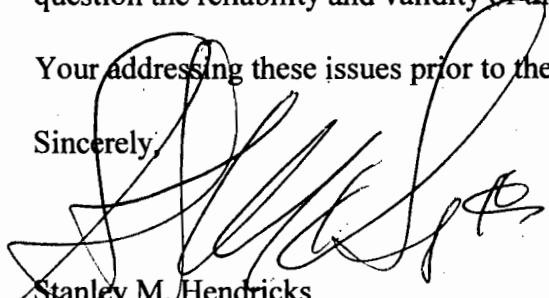
PM 125

~ CN's acquisition of EJ&E would result in dramatic rail traffic (from 10.2 to 34.2) and train length (from 2590' to 6321') increases which would negatively impact the physical structure of my building and the ability for the businesses occupying the building to function as before. Our appraisals indicate that the effect would have a minimum negative impact of more than \$500,000 annually.

Additionally noise, vibration and safety are three major issues, which should have been addressed in the Draft Environmental Impact Statement at the Hart Street location but were NOT. These concerns, and I am sure there are others, bring into question the reliability and validity of the Draft Environmental Impact Statement.

Your addressing these issues prior to the approval of this merger is expected.

Sincerely,



Stanley M. Hendricks  
219-865-2373

cc: Mr. Keith Kvedaras ,

COPY

1832 Hart Street  
Dyer, IN 46311  
December 5, 2008

Mr. Jim Kvedaras  
CN  
17641 South Ashland Ave  
Homewood, IL 60430

Reference: Notice of Intent to Participate in commenting on the Surface  
Transportation Board Docket Number 35087 Final Draft.

Dear Mr. Kvedaras:

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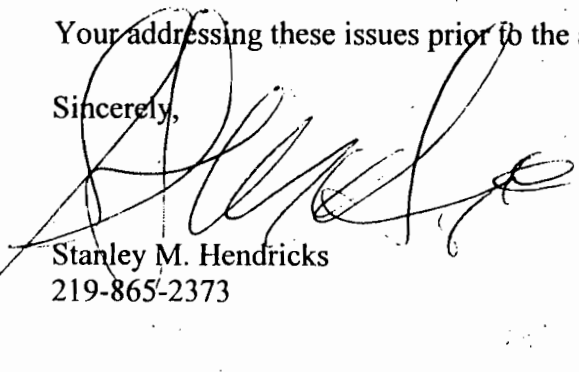
Page Two

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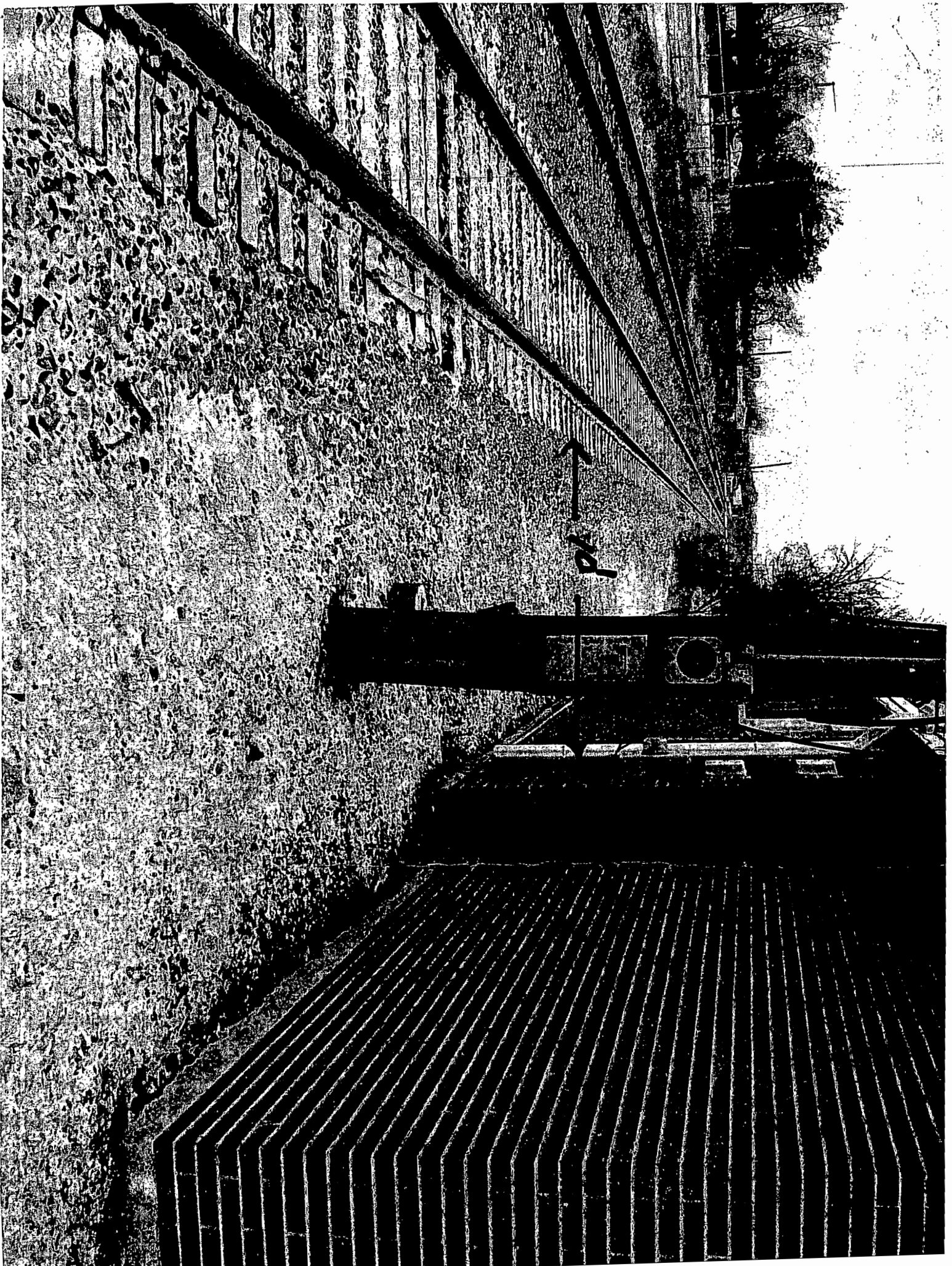
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Sincerely,



Stanley M. Hendricks  
219-865-2373

cc: Ms. Phillis Johnson-Ball ✓





Corner of Building and  
Passing E51E Train



