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#E1-2923
FD 34784

FAX MESSAGE

Date: 3 May 07

To: Victoria Rutsen

Attention Diana Wood

From Dr Bob Fitzgerald In ref. FD 34284

Message: Recent editorial article in the *Amal Herald Newspaper* concerning SDR's recent changes into proposed Route, & the effect it will have as a result of the relocation of the route to the eastern side of CR 353. If this route is chosen:

cc Larry Oaks THC

cc Charlene Dorn-Vaughn ACHP

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LETTERS TO THE EDITOR YOUR TURN

Proposed rail route a nightmare

Dear Editor:

For the past seven years residents in the Quihi area have been keenly interested in Vulcan Materials' plans to ship 200 million tons of limestone from a proposed 1,760 acre quarry on a proposed railroad to the Gulf Coast.

Vulcan created the Southwest Gulf Railroad (SGR) and sought to obtain a permit, which would give SGR eminent domain power from the Surface Transportation Board (STB) for a proposed route.

This route was disfavored by STB, who after extensive study favored an "Eastern Route" which bypassed the Quihi Rural Historic District (QRHD) and three flood plains.

In an effort to reinstate and gain STB approval, SGR proposes to relocate portions of CR 365 to accommodate a railroad Bridge crossing Quihi Creek. It also proposes to relocate portions of the proposed route to the eastern side of CR 353. This new location now blocks the only readily available access to the property where I reside with my expectant wife and 2 young children. It also blocks access to rental properties, a

hunting lease and a large workshop. This route will deny access to a minimum of eight people while 100 train cars pass day or night.

The above relocation was done to avoid bisecting the Gerdes Family Heritage Ranch, also part of the QRHD.

To make matters worse, the new proposal route, as it courses northward, crosses CR 353 near its intersection with CR 354. This new location passes dangerously near our residence, already recognized as a part of the QRHD. A railroad being in such close proximity that children could be injured, maimed or even worse, playing on a nearby railroad. The entire family could become fatalities should a nocturnal derailment occur.

All of the above dangers and inconveniences would be avoided by following the STB advice and utilizing an eastern route. Better still, STB should deny SGR application for a permit which would grant Vulcan eminent domain power to condemn land. SGR will never be a common carrier.

Corey Burke
Quihi