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Lester R. Landrum
776 CR 354
Quihi, Texas 78861

April 26, 2007

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Re: U.S. Surface Transportation Board Finance Docket No. 34284
Southwest Gulf Railroad-Construction and Operation-Medina County, TX
NHPA Section 106 Consultation, April 20, 2007 conference call

Dear Agency Consulting Parties:

My wife and I reside at 776 CR 354, Quihi, Texas which is about one mile from a proposed quarry and about one-half mile from any of the seven proposed railroad routes for this quarry. Our home is located on property that has been in her family since 1881, is recognized by Texas Family Land Heritage, and her lineage is tied to the original area settlers. Our family is blessed with long lasting and enduring interest in Quihi area activities.

The overall modified proposal was not clear or complete. The map and the bridge sketch were presented in the light to mislead and hide. We all know that railroad bridges, berms, power lines, culverts, fences and maintenance roads would be necessary, and then detract from aesthetic values.

SGR's modified proposal often presents issues with partial and skewed data and the exact total compiled data in EIS and SDEIS is not properly addressed. Often pieces of the data in SDEIS is quoted, but the summary of the conclusion of this data is avoided.

This mitigation falls short as it is nebulous and does not focus on the subject at hand. Very little data is presented on the Gerdes and the Lindsey proposed modifications. Opinions and conclusions could have been better arranged and presented by SGR. The economics would show that it is less expensive to build and maintain a railroad on flat solid ground than to build a railroad on berms and bridges over the flood plains. The proposed conservation easement was not fully explained, no legal binding agreements were put forth, and no authority divisions were defined. It appears that this proposed easement could be legally voided by other common carriers, and other land owners.

It would be necessary for the proposed route to be rerouted to be acceptable with the mitigation presented and its deviation from prior EIS and SDEIS studies. SGR presents mitigation measures that address impacts on the future developments, but shun the present impacts on the proposed modified route. A 15-20 foot tall bridge, some 600-800 feet long, plus 600-800 feet of berms with culverts would be required for the flood plain crossing. Avoidance of the Quihi historical area is the only choice.

In our present technological and information age, surely the passage of ideas, data, and conclusions could have been better defined and better presented by SGR.

We continue to push for responsible sustainable development in Quihi area and we acknowledge that citizens must protect history and culture in order to leave the legacy that was presented to them.

Sincerely,

Lester R. Landrum