

#E1-2640

RS

January 8, 2007

Ms. Rini Ghosh
Section of Environmental Analysis
Surface Transportation Board
1925 K Street, N.W.
Washington, D.C. 20423-0001

received
1/10/07

Re: STB Finance Docket No. 34284
Southwest Gulf Railroad Company
Construction and Operation Exemption
Medina County, Texas

Dear Ms. Ghosh,

My daughter and her family (Carl and Courtney Eisenbauer) reside in the Castroville West Subdivision, which is located at the southeast corner of County Road 4516 and County Road 4643. This subdivision is in very close proximity to the SGR's Modified Medina Dam Route, the Eastern Bypass Route and the MCFIAA Medina Dam Alternative Route.

One major concern that I have is that the above stated routes transverse both County Roads 4516 and 4643. These two crossings are in very close propinquity to each other and the probability that both roads could be blocked at any one given time is almost a certainty. If there were to be an emergency situation such as the need for medical services or the fire department, their house could not be reached in a reasonable amount of time. Their house could burn to the ground from a spark produced by the train catching surrounding dry brush on fire before the fire department could arrive or they could die due to the delay in the response time of the medical services units. I do not feel that this concern has been addressed and should be looked at in great detail.

Another major concern not addressed is that County Road 4516 has grown to be a very heavily traveled thoroughfare for a barely two lane, pot hole ridden, county road. The idea that the proposed train would cross at an unlighted area of the road where there is an abrupt left curve, while simultaneously dropping 50-75 feet in elevation and completely blocking the driver's visibility scares me. I have driven this road many times and have seen and heard of many horrible wrecks, some that have resulted in deaths. This proposed crossing would make conditions on this road even worse and the number of reported wrecks is sure to increase. My granddaughter will be turning sixteen and begin driving in less than three years. I shudder at the fact that she will have to contend with the added hazards the proposed rail line will bring.

In the Supplemental Draft Environmental Impact Statement, it states that my daughter's house will not be impacted by the "noise and vibration" emitted from the train. I strongly disagree with the stated findings. From her house, you can clearly hear the train that follows the Highway 90 rails, which are approximately 1.5 miles from their home. By stating this

fact, how can you stand behind the findings in your report? In addition, was it considered that their home fronts County Road 4516, the point at where the proposed trains will cross and therefore will blow their horn with greater intensity and for longer periods of time to warn the crossing traffic?

There are many other concerns that have already been brought to your attention by other concerned property owners and their families. These include, but are not limited to, the proposed rail line crossing the boundaries of an established, deed restricted subdivision known as the Castroville West Subdivision, dust and train emissions, the destruction of the economic livelihood of the area farmers and the devaluation of property. In conclusion, as the Supplemental Draft Environmental Impact Statement suggests, the most feasible route would be the original Proposed Route.

Thanks you for taking the time to read this letter and considering some of the very serious concerns that I have for my family.

Sincerely,

A handwritten signature in cursive script that reads "Mavis Bohl". The signature is written in dark ink and is positioned below the word "Sincerely,".

Mavis M. Bohl