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JUL 13 2012
MANAGEMENT
STB

June 19, 2012

Fletcher & Sippel LLC
Attorneys at Law
ATTN: Ronald A. Lane
29 North Wacker Drive, Suite 920
Chicago, IL 60606-2832

Certified Mail – Return Receipt

RE: Snow Shoe Rails to Trails 9.3 Mile Trail Relocation

Ron:

Congratulations on what I understand was the Surface Transportation Board's recent action to approve your Snow Shoe Rails to Trails 9.3 mile trail reactivation to rail lines request. I understand that as a condition to the STB's action, the STB has requested that you "negotiate in good faith" with Headwaters Charitable Trust for the replacement of the 9.3 miles of Snowshoe Rails to Trails trailway, so that the much longer trail system is not severed. We have not heard from you since our 3/02/11 conference call. We had mailed you a Certified Mail letter dated July 28, 2011, which followed up on requests you had made during our 3/02/11 conference call – and received no response. A copy of the 7/28/11 Certified Mail – Return Receipt letter to you with accompanying alternate trail relocation maps, which you had requested of HCT during our 3/02/11 conference call, are again attached for your convenience.

Also note that HCT has been approved for a \$20,000 grant with a \$20,000 matching fund requirement to conduct a \$40,000 Trail Relocation Study. **We are reluctant to proceed with the \$40,000 study without gaining your concurrence that a replacement trail system may parallel the proposed rail reactivation.**

Since you have not contacted us since our 3/02/11 conference call, we are reaching out to you to begin STB's requested "negotiation in good faith". **Please provide us with 2 or 3 dates and times when you could be available to meet or conference call with us by July 23, 2012.** Once we have received your confirmation of availability, I will arrange to have various parties representing HCT and our new Executive Director Dale Fox attend.

As I'm sure you are aware, the Snow Shoe Rails to Trails Association/HCT trail system is a vital recreational asset and an economic generator for the community.

Headwaters Charitable Trust looks forward to your response and the restart of negotiations to replace the 9.3 mile section of rails to trails.

Sincerely,



J. Alan Stewart, Chairman
Headwaters Charitable Trust
109 N. Brady Street, 2nd Floor
DuBois, PA 15801

cc: Templeton Smith, Jr., Esq. – HCT Attorney
June Sorg, Jodi Brennan, John Rockey, John Alcorn, Earl Brown, Steve VanEerden, Michael Alfieri – HCT Directors
Matt Marusiak – HRC&D Chair
Dale Fox – HRC&D/HCT Executive Director
Surface Transportation Board

RECEIVED
JUL 13 2012
MAIL ROOM

July 28, 2011

Fletcher & Sippel LLC
Attorneys at Law
ATTN: Ronald A. Lane
29 North Wacker Drive, Suite 920
Chicago, IL 60606-2832

Certified Mail – Return Receipt

RE: Snowshoe Rails to Trails 9.3 mile Trail Relocation

Ron:

Headwaters Charitable Trust Representatives and our Attorney Templeton Smith had last conference called with you on 3/02/11 at 9:00 AM. At that time, you had encouraged HCT to investigate potential SSRTA trail replacement routes, identify adjoining property owners which would need to cooperate in order to implement a trail replacement, and provide mapping of potential trail relocation routes.

I wanted to contact you to bring you up to date on Headwaters Charitable Trust's actions to better define potential routes for a 9.3 mile Snowshoe Rail to Trail replacement, should the Surface Transportation Board act to allow reactivation of various trail lines per R. J. Corman Railroad's petition.

Since our 3/02/11 conference call, the Headwaters Charitable Trust has actively tried to advance the items mentioned above. Over the last few months, the Trust has taken the following actions:

- Met with volunteer Board of Director Trust members who have expertise in land planning.
- Examined potential routes for 9.3 mile trail relocation.
- Obtained input from the Bureau of Forestry (which discouraged 4-wheeler trail relocation through adjoining forest lands).
- Researched trail systems in close proximity to railroad beds with SEDA –COG (see attached example).
- Created an overall map showing the location of what may be the only viable trail relocation option (see attachment).
- Obtained estimates for cost of a "Trail Relocation Feasibility Study" (\$40,000).
- Obtained verbal commitments (\$20,000+/-) for the required matching funds to grant applications, and applied for a funding grant to conduct a more thorough "Trail Relocation Feasibility Study".

Please see the attached 36" X 42" color highlighted map which shows the existing 9.3 mile trail system in question in orange, and what initially appeared to land planners to be the only viable trail replacement route labeled "Alternate A" in green. Note that the Alternate A route parallels the existing railroad bed in most cases, and a more thorough Feasibility Study may indicate that the majority of the Alternate A route could be located in the existing railroad right-of-way, or immediate adjacent lands. Also note that the majority of Alternate route A appears to involve only R. J. Corman Railroad or Resource Recovery, LLC lands.

We would intend that a more thorough Trail Relocation Feasibility Study would include the following items:

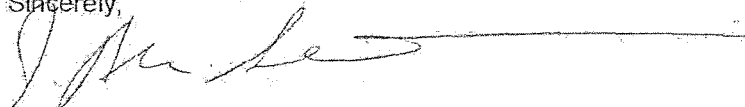
- Closer analysis of the possible Alternate A route and exploration of other alternate routes that may exist.
- Suggested cross-sections of selected alternate routes.
- Identification of alternate route structures which would be required (bridges, stream crosses, etc.)
- Cost projections for construction of selected alternate route and structures.

Obviously, there would be no point in HCT incurring costs/proceeding with a more thorough \$40,000 Feasibility Study without verification from you that R. J. Corman Railroad will be agreeable to a route over the railroad right-of-way or adjoining Resource Recovery lands, should that be the outcome of the study.

Please provide a letter of concurrence which will allow us to proceed with the more thorough Trail Relocation Feasibility Study or contact us to arrange an additional conference call if you feel that is necessary.

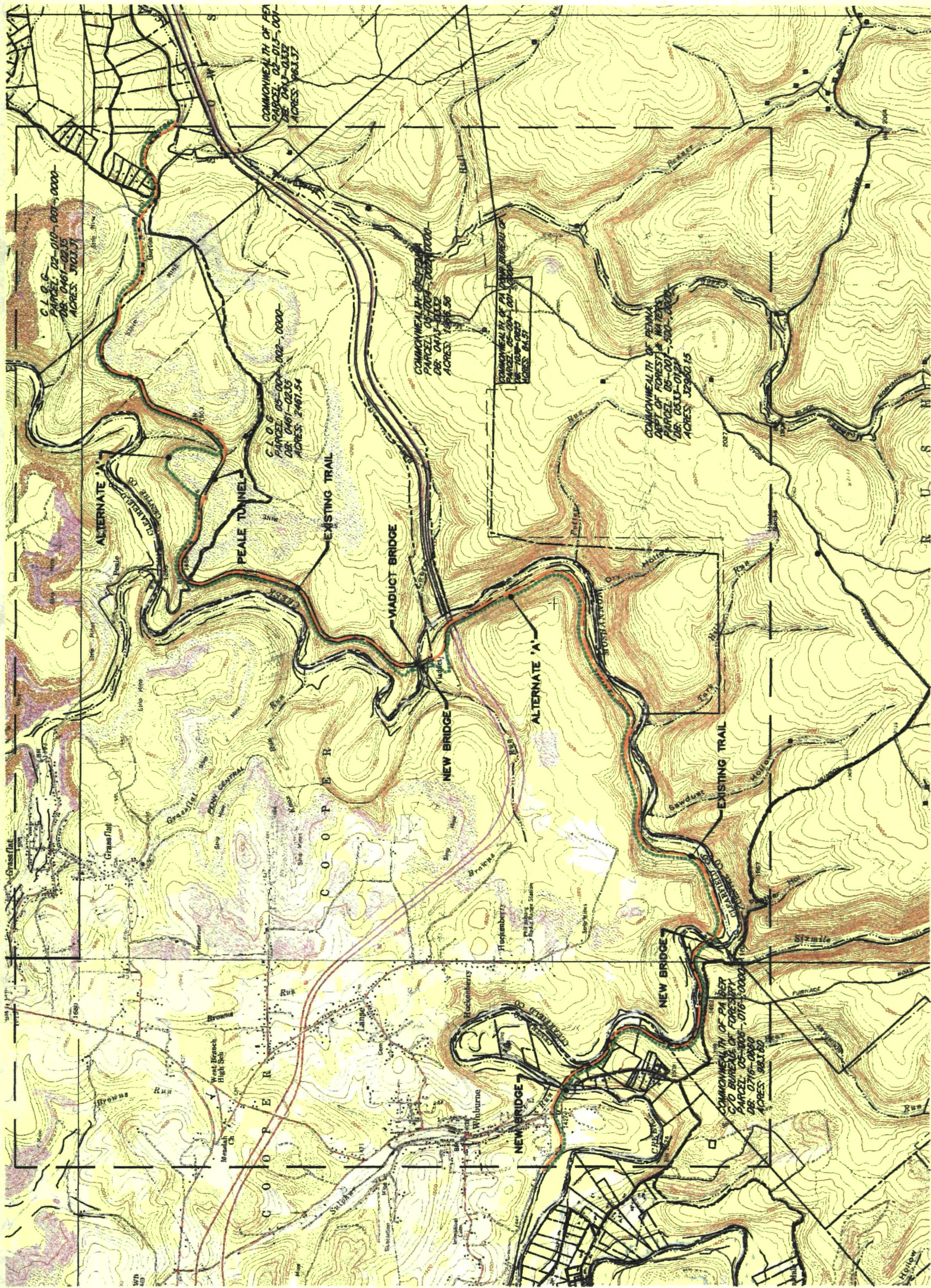
Headwaters Charitable Trust looks forward to R. J. Corman Railroad's cooperation in finding an alternate route to this essential 9.3 mile trail section which provides a vital link to the much larger trail system which exists.

Sincerely,



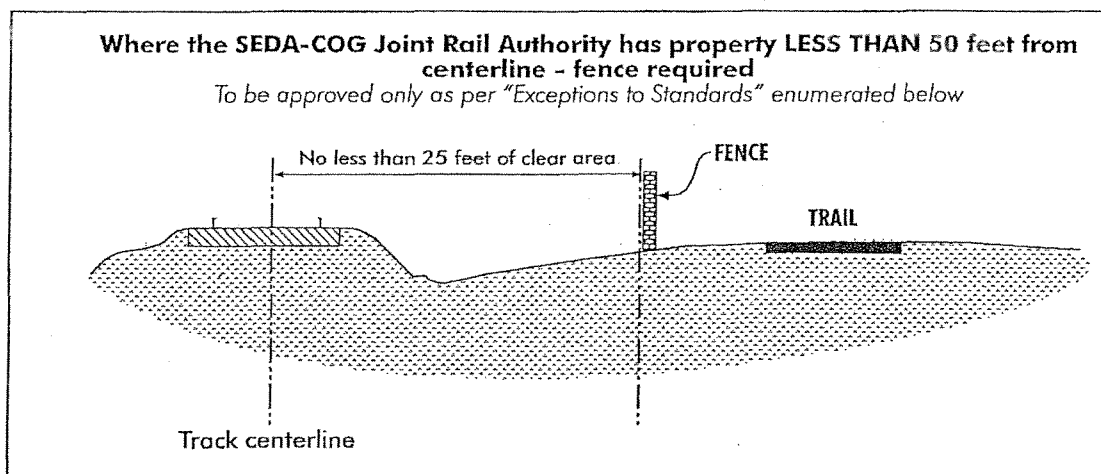
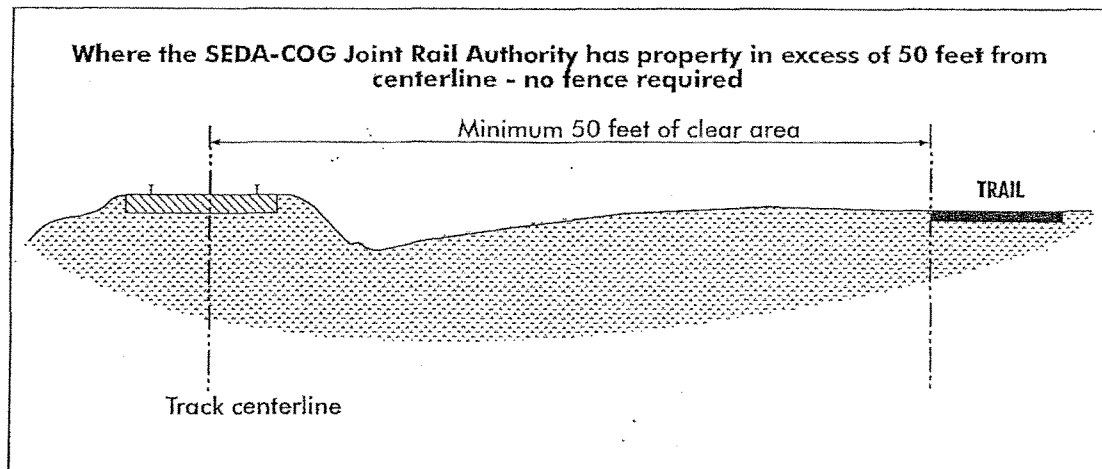
J. Alan Stewart, Chairman
Headwaters Charitable Trust
109 N. Brady Street, 2nd Floor
DuBois, PA 15801

cc: Templeton Smith, Jr., Esq., June Sorg, Jodi Brennan, John Rockey, John Alcorn, Earl Brown, Steve VanEerden, Brittany Dittmore, Matt Marusiak



The SEDA-COG Joint Rail Authority (JRA) is opposed, in principle, to pedestrian/bike trails on its property. The Authority may consent to working with a trail sponsor if its proposal meets the following criteria:

TYPICAL CROSS-SECTIONS:



Standard R/W is 30-33 feet from track centerline. Where the Authority R/W extends beyond 30-33 feet and there is no other parallel track, a trail may be considered. If accepted by the Authority, separation by a chain link fence (minimum 60 inches high) installed no less than 25 feet from track center shall be required.