

E1-18918
D4W
AB-1088X

Re: Proposed Abandonment of the Jackson, Gordonville and Delta Railroad Company in
Cape Girardeau County, Missouri, Docket No. AB 1088
Marti Strickland

to:

Diana.Wood@stb.dot.gov

06/21/2012 08:49 PM

Hide Details

From: Marti Strickland <fishingolfers@yahoo.com>

To: "Diana.Wood@stb.dot.gov" <Diana.Wood@stb.dot.gov>

Please respond to Marti Strickland <fishingolfers@yahoo.com>

1 Attachment



Environmental Letter re RR Abandonment.docx

I don't want to bother you, but several of the land owners to whom I sent the attachment did not receive it. Since I'd asked you to let me know if you received the e-mail and attachment and haven't heard from you, I'm concerned that you did not receive it either so am resending since a response was due by June 25.

Paul Strickland

From: Marti Strickland <fishingolfers@yahoo.com>

To: "Diana.Wood@stb.dot.gov" <Diana.Wood@stb.dot.gov>

Sent: Thursday, June 21, 2012 11:06 AM

Subject: Re: Proposed Abandonment of the Jackson, Gordonville and Delta Railroad Company in Cape Girardeau County, Missouri, Docket No. AB 1088

Dear Ms. Wood,

Please acknowledge receipt of this e-mail and attachment and that it is an acceptable form.

Thank you,

Paul Strickland

From: "Diana.Wood@stb.dot.gov" <Diana.Wood@stb.dot.gov>

To: fishingolfers@yahoo.com

COMMENTS RELATIVE TO Jackson, Gordonville and Delta Railroad Co. Abandonment Exemption, Docket No. AB 1088X

Following are the reasons our group (the adjacent landowners) believe that full abandonment of the J-G-D Railroad tracks from Gordonville, MO to Delta, MO is the best option for the environment:

A) Environmental:

1. Hubble Creek, Williams Creek and the Diversion Channel cause erosion along the railway. All rails, ties and base rock should be removed from the flood prone area to prevent any contamination from occurring.
2. All bridges, trestles and culverts should be removed to provide better flow of storm water. Their removal will result in less debris gathering at these points and result in less flooding of croplands. Should the rail to trail be approved, all of the bridges, trestles and culverts will necessarily remain in place or be replaced where they are in too poor a condition to be used.
3. The land would be more stable as a result of seeding of grass or reforestation. The areas along farms could be leveled and returned to productive farm land with drainage ditches which would be easier to be maintained to help prevent erosion.
4. By the railway roadbed, if converted to a trail, running through agriculture areas, there could be problems in the spring of the year when the crops are sprayed either by equipment directly on the land or by crop dusting planes. These chemicals would likely come into contact (through wind drift which cannot be controlled) with individuals utilizing the trail should a hiking/biking trail become a reality.

B) Land Rights:

1. It is stated under "Background" on page 2 of the Surface Transportation Board Decision Document in this case, "The J-G-D Railroad indicates that it does not own the rail line right-of-way in fee; therefore, if abandonment authority is granted, the land would revert to adjacent property owners." The landowners along this corridor believe this is the transaction that should legally occur.
2. Several landowners hold abstracts to their land that says upon abandonment of railway the property shall return to original ownerships.
3. We believe that this railway should not be rail banked. No train has ran on the particular section of tracks from Gordonville, MO to Delta, MO for approximately 15 years, and when it was being utilized it was a tourist train only. This railway as a whole has not been used for commerce (hauling products, goods, raw materials) for more than three decades.
4. The Jackson, Gordonville and Delta areas are only a few miles from Interstate 55. Because of this proximity and the fact that there are no manufacturing facilities of any type between Gordonville and Delta, we believe the railway bed would never be re-converted for rail service.
5. Several farms along the railway are designated Missouri Century Farms (same family ownership for 100 years or more). These property owners want their land re-attached to the original parcel.
6. The landowners would be better stewards of the land and would not encounter the problems of trail construction costs and long-term cost of maintenance.

Paul Strickland,
Chairman, Adjacent Landowners Group