

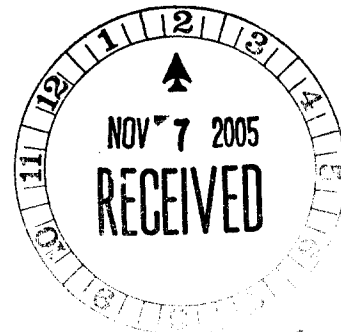
BIO-ENERGY WELLNESS CENTER 3021 N Classen Blvd., Oklahoma City, OK-73106  
Dr. Michael Richards, N.D. (405) 524-4000

November 5, 2005

ENTERED  
Office of Proceedings

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Public Record



Vernon Williams, Secretary  
Surface Transportation Board  
1925 K Street NW.  
Washington, D.C. 20423-0001

RE: STB Docket No. AB-6 (Sub-No. 430X) - *215106*

*AB-1040X-215104*

Dear Secretary Williams:

We oppose the abandonment of the historic Burlington Northern-Santa Fe (originally St. Louis-San Francisco) rail line linking the Oklahoma City Union Station rail yard to Will Rogers Airport, the FAA/Mike Monroney Center and cities along that route from Wheatland/Mustang to Lawton-Ft. Sill, Altus-Altus Air Force Base and Quanah, Texas.

Apparently there is a cover-up in regards to current usage of this line. BNSF and SLWC have claimed that the line has not been used in two years. This is false. BNSF may not have used it, but leased it to SLWC. Trains run on it daily (see attached pictures of trains running on 11/4/05; a CD is also enclosed showing the trains and the environment). The tracks are bright and shiny, as seen in the attached photo.

This abandonment procedure probably stems from Oklahoma's Department of Transportation (ODOT) efforts to replace the Union Station railyard with a new urban crosstown expressway. Building this expressway with Federal funds will prove to be illegal as less expensive alternatives were not really considered. The expressway would effectively obliterate the BNSF rail line, which is still a useful and functional rail system. We are disappointed that BNSF would cave into ODOT's one-sided plan to sacrifice existing rail lines and rail heads in favor of the trucking and road building interests. If these rails are destroyed now, they will soon have to be replaced to meet Oklahoma's needs.

By arrangement with BNSF this line is used daily by an SLWC train from east to west and back from west to east to switch cement plants and other businesses located southwest of Union Station. Any claims otherwise are false. We have written documentation from two residents and two businesses near the tracks, who state that the line is used daily.

In light of surging demands nationwide for rail services as alternate transportation means due to the ever burgeoning traffic on highways and expressways, this abandonment could create far-reaching effects upon our transportation options in the greater metro area of Oklahoma City, as well as throughout southwest Oklahoma and even into Texas.

Secretary Williams, we know that you are dedicated to serving the truth, and that you will find out the truth in this matter. We demand a public hearing and an investigation into the cover-up. Thanks for your attention to this matter.

SINCERELY,

A handwritten signature in cursive script that reads "Michael Richards".

Michael Richards

Enclosed:

- Photo #1 11/4/05 @ 1:37 p.m.
- Photo #2 11/4/05 @ 1:33 p.m.
- Photo #3 11/4/05 BNSF crossing near Wheeler Park
- Notice to Mr. Strickland
- Notice to Mr. Morell
- Petition #1
- Petition #2
- Petition #3
- Petition #4
- Petition #5
- Oklahoma City, OK Trackage Map
- CD ROM (original)

Photo #1

11/4/05 @ 1:33 p.m.

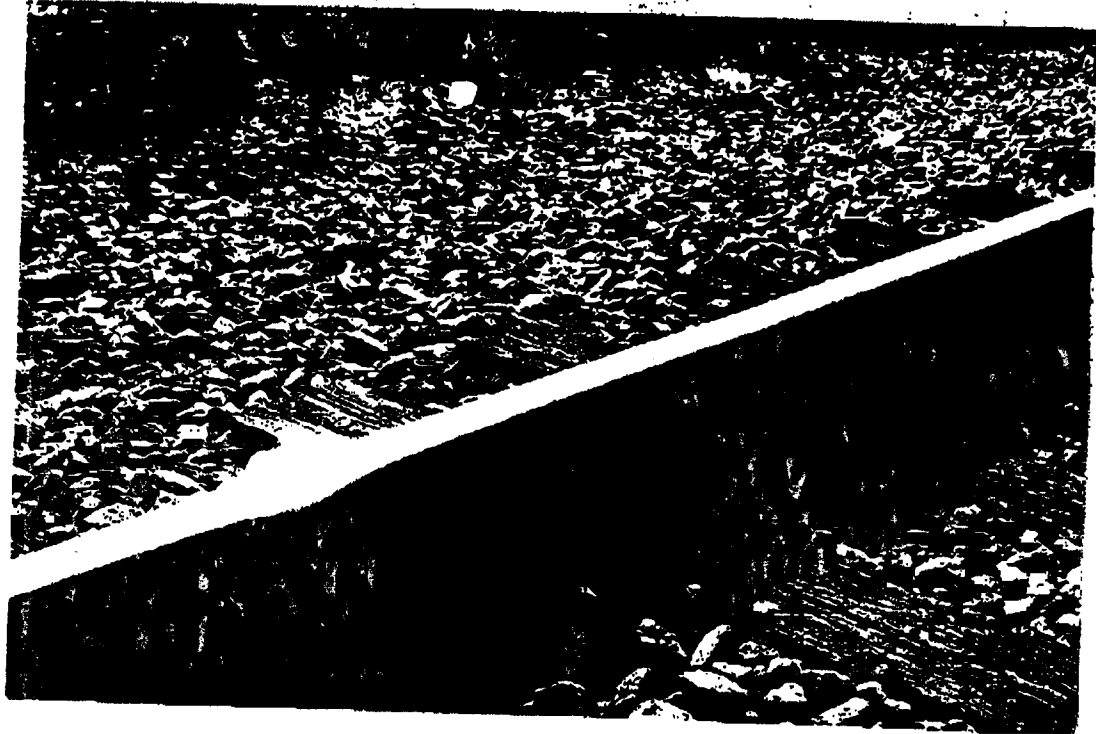
STB Doc



Photo #2 11/4/05 @ 1:37 p.m.

XO TH

STB Docket No. AB-6 (Sub-no. 430x)  
Photo #3 11/4/05 BNSF Crossing  
near Wheeler Park from Sharfel



**Comment Date: November 2, 2005**

FAX (203) 565-9002

**We urge the Surface Transportation Board to reject this abandonment. For purposes of safety, mobility and future multimodal transportation options, the current BNSF alignment through Union Station is very close to "optimum" as it stands today. Allowing the deliberate destruction of this irreplaceable, high-quality facility by a state agency distinguished only by its inerrant record of massive debt creation makes no sense at all.**

Michael P. Richards - 3021 NW Claxson Blvd (to 5') 524-4000  
 Scott Riggs, 6920 ~~NW~~ Woodlake Dr 524-4000  
 Jack Kelley Lumber 2649 NW 11<sup>th</sup> DISC DISC 73107  
 525-997

Petition # 1

STB Docket No. AB-6 (Sub-No. 430X)

Petition # 2

**Proposed abandonment of historic BNSF rail line connecting Oklahoma City Union Station to Will Rogers Airport and southwestern Oklahoma is unacceptable**

Comment Date: November 2, 2005

Regarding: Surface Transportation Board  
STB Docket No. AB-6 (Sub-No. 430X)

We oppose the abandonment of the historic BNSF (originally St. Louis - San Francisco) rail line linking the Oklahoma City Union Station rail yard to Will Rogers Airport, the FAA / Mike Monroney Center and cities along that route from Wheatland / Mustang to Lawton-Ft. Sill, Altus-Altus Air Force Base and Quanah, Texas.

It is entirely plain that this abandonment proceeding is being driven, NOT by any real or overriding need of the railroad companies operating it, but under great pressure from the Oklahoma Department of Transportation (ODOT) which desires to replace the Union Station rail yard with a new urban expressway.

Claims by the BNSF and Stillwater Central Railroad (SLWC) Companies that no traffic has moved over the line for at least two years are manifestly false. The rail on the old Frisco line through Union Station is shiny from regular use today. Reliable observers report daily movement of at least one SLWC train from east to west and back from west to east over this line each day to switch cement plants and other business located southwest of Union Station.

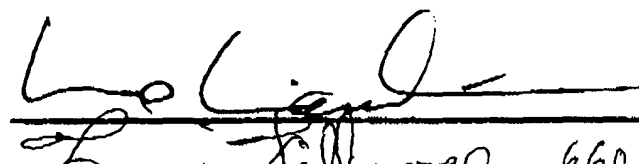
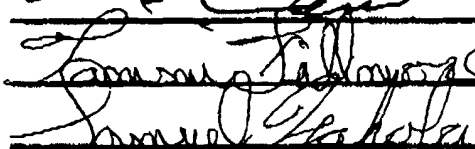
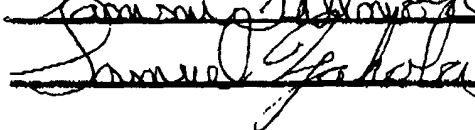
While claims are made that other routes are available for traffic presently handled by this line, it is plain that the substitute lines are of lower quality, especially as regards grade crossing safety.

In today's liability, litigation and security environment, what railroad company serious about grade crossing safety would, entirely of its own considerations, petition for abandonment of long-standing, entirely functional overpasses of arterial street traffic in a dense urban environment in favor of at-grade crossings on those same streets? The answer is as certain as the absurdity of the question.

ODOT's claims that "rail traffic on the new BNSF / SLWC main will be light" are called into much question in light of surging demand for rail services driven by uncertain motor fuel prices.

If ODOT gets its way in this case (and this abandonment petition is clearly much more "ODOT's" than "BNSF / SLWC's"), users of the arterial Robinson and Walker corridors from south Oklahoma City to downtown will face interruptions by at-grade rail traffic for the first time in 75 years. It is an entirely unacceptable endangerment of the public to no good end.

We urge the Surface Transportation Board to reject this abandonment. For purposes of safety, mobility and future multimodal transportation options, the current BNSF alignment through Union Station is very close to "optimum" as it stands today. Allowing the deliberate destruction of this irreplaceable, high-quality facility by a state agency distinguished only by its inerrant record of massive debt creation makes no sense at all.

 (BRUNO BIANCHINI, OKC, OK)  
 6601 S. Phillips, OKC-73144  
 6601 S. PHILLIPS, OKC, OK-73144

Petition #2

STB Docket No. HB-6 (Sub-No. 430X) Petition # 3  
**Proposed abandonment of historic BNSF rail line connecting Oklahoma City  
Union Station to Will Rogers Airport and southwestern Oklahoma is unacceptable**

Comment Date: November 2, 2005

Regarding: Surface Transportation Board  
STB Docket No. AB-6 (Sub-No. 430X)

We oppose the abandonment of the historic BNSF (originally St. Louis - San Francisco) rail line linking the Oklahoma City Union Station rail yard to Will Rogers Airport, the FAA / Mike Monroney Center and cities along that route from Wheatland / Mustang to Lawton-Ft. Sill, Altus-Altus Air Force Base and Quanah, Texas.

It is entirely plain that this abandonment proceeding is being driven, NOT by any real or overriding need of the railroad companies operating it, but under great pressure from the Oklahoma Department of Transportation (ODOT) which desires to replace the Union Station rail yard with a new urban expressway.

Claims by the BNSF and Stillwater Central Railroad (SLWC) Companies that no traffic has moved over the line for at least two years are manifestly false. The rail on the old Frisco line through Union Station is shiny from regular use today. Reliable observers report daily movement of at least one SLWC train from east to west and back from west to east over this line each day to switch cement plants and other business located southwest of Union Station.

While claims are made that other routes are available for traffic presently handled by this line, it is plain that the substitute lines are of lower quality, especially as regards grade crossing safety.

In today's liability, litigation and security environment, what railroad company serious about grade crossing safety would, entirely of its own considerations, petition for abandonment of long-standing, entirely functional overpasses of arterial street traffic in a dense urban environment in favor of at-grade crossings on those same streets? The answer is as certain as the absurdity of the question.

ODOT's claims that "rail traffic on the new BNSF / SLWC main will be light" are called into much question in light of surging demand for rail services driven by uncertain motor fuel prices.

If ODOT gets its way in this case (and this abandonment petition is clearly much more "ODOT's" than "BNSF / SLWC's"), users of the arterial Robinson and Walker corridors from south Oklahoma City to downtown will face interruptions by at-grade rail traffic for the first time in 75 years. It is an entirely unacceptable endangerment of the public to no good end.

We urge the Surface Transportation Board to reject this abandonment. For purposes of safety, mobility and future multimodal transportation options, the current BNSF alignment through Union Station is very close to "optimum" as it stands today. Allowing the deliberate destruction of this irreplaceable, high-quality facility by a state agency distinguished only by its inerrant record of massive debt creation makes no sense at all.

Warren M. Reidler Warren Reidler (405) 840-8658  
2631 N.W. 56TH, OKC, OK 73112  
Linda Yeung L Yeung 2532 Trigg Dr Del City OK 73115  
3616 N.W. 70TH  
Jeffrey B. Bunker-Foster OKLA. CITY, OK 73116 (405) 463-0328

Petition #3

STB Docket No. AB-6 (Sub-No. 430X) Petition #4  
**Proposed abandonment of historic BNSF rail line connecting Oklahoma City  
Union Station to Will Rogers Airport and southwestern Oklahoma is unacceptable**

Comment Date: November 2, 2005

Regarding: Surface Transportation Board  
STB Docket No. AB-6 (Sub-No. 430X)

We oppose the abandonment of the historic BNSF (originally St. Louis - San Francisco) rail line linking the Oklahoma City Union Station rail yard to Will Rogers Airport, the FAA / Mike Monroney Center and cities along that route from Wheatland / Mustang to Lawton-Ft. Sill, Altus-Altus Air Force Base and Quanah, Texas.

It is entirely plain that this abandonment proceeding is being driven, NOT by any real or overriding need of the railroad companies operating it, but under great pressure from the Oklahoma Department of Transportation (ODOT) which desires to replace the Union Station rail yard with a new urban expressway.

Claims by the BNSF and Stillwater Central Railroad (SLWC) Companies that no traffic has moved over the line for at least two years are manifestly false. The rail on the old Frisco line through Union Station is shiny from regular use today. Reliable observers report daily movement of at least one SLWC train from east to west and back from west to east over this line each day to switch cement plants and other business located southwest of Union Station.

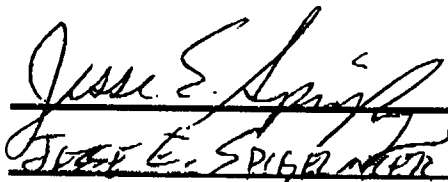
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If ODOT gets its way in this case (and this abandonment petition is clearly much more "ODOT's" than "BNSF / SLWC's"), users of the arterial Robinson and Walker corridors from south Oklahoma City to downtown will face interruptions by at-grade rail traffic for the first time in 75 years. It is an entirely unacceptable endangerment of the public to no good end.

We urge the Surface Transportation Board to reject this abandonment. For purposes of safety, mobility and future multimodal transportation options, the current BNSF alignment through Union Station is very close to "optimum" as it stands today. Allowing the deliberate destruction of this irreplaceable, high-quality facility by a state agency distinguished only by its inerrant record of massive debt creation makes no sense at all.

  
Steve E. Spigelman

1809 W. PARK PLACE

OKC, OK 73106

Petition #4

# STB Docket No. AB-6 (Sub-No. 430X) Petition #5

**Proposed abandonment of historic BNSF rail line connecting Oklahoma City Union Station to Will Rogers Airport and southwestern Oklahoma is unacceptable**

Comment Date: November 2, 2005

Regarding: Surface Transportation Board  
STB Docket No. AB-6 (Sub-No. 430X)

We oppose the abandonment of the historic BNSF (originally St. Louis - San Francisco) rail line linking the Oklahoma City Union Station rail yard to Will Rogers Airport, the FAA / Mike Monroney Center and cities along that route from Wheatland / Mustang to Lawton-Ft. Sill, Altus-Altus Air Force Base and Quanah, Texas.

It is entirely plain that this abandonment proceeding is being driven, NOT by any real or overriding need of the railroad companies operating it, but under great pressure from the Oklahoma Department of Transportation (ODOT) which desires to replace the Union Station rail yard with a new urban expressway.

Claims by the BNSF and Stillwater Central Railroad (SLWC) Companies that no traffic has moved over the line for at least two years are manifestly false. The rail on the old Frisco line through Union Station is shiny from regular use today. Reliable observers report daily movement of at least one SLWC train from east to west and back from west to east over this line each day to switch cement plants and other business located southwest of Union Station.

While claims are made that other routes are available for traffic presently handled by this line, it is plain that the substitute lines are of lower quality, especially as regards grade crossing safety.

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ODOT's claims that "rail traffic on the new BNSF / SLWC main will be light" are called into much question in light of surging demand for rail services driven by uncertain motor fuel prices.

If ODOT gets its way in this case (and this abandonment petition is clearly much more "ODOT's" than "BNSF / SLWC's"), users of the arterial Robinson and Walker corridors from south Oklahoma City to downtown will face interruptions by at-grade rail traffic for the first time in 75 years. It is an entirely unacceptable endangerment of the public to no good end.

We urge the Surface Transportation Board to reject this abandonment. For purposes of safety, mobility and future multimodal transportation options, the current BNSF alignment through Union Station is very close to "optimum" as it stands today. Allowing the deliberate destruction of this irreplaceable, high-quality facility by a state agency distinguished only by its inerrant record of massive debt creation makes no sense at all.

Ginger L. Humphries (Ginger L. Humphries)  
609 S.W. 25th Street  
Moore, OK 73160-5517

This line is used every day by short line  
in name of BNSF - it is leased to Stillwater Central

Petition #5

STB Docket No. AB-6 (Sub-No. 430x) Oklahoma City, OK  
Trackage map



AB-6 (Sub-No. 430x) and AB-1040x  
Decision ID No. 36289

BIO-ENERGY WELLNESS CENTER 3021 N Classen Blvd., Oklahoma City, OK-73106  
Dr. Michael Richards, N.D. (405) 524-4000

November 4, 2005

Burlington Northern-Santa Fe Railroad  
Attn: Sidney Strickland, Jr. & Associates  
3050 K Street, N.W., Suite 101  
Washington, D.C. 20007

RE: STB Docket No. AB-6 (Sub-No. 430X)

Dear Mr. Strickland:

This letter is to serve notice to you that we protest the abandonment of the BNSF rail line connecting Oklahoma City Union Station to Will Rogers Airport, the FAA/Mike Monroney Center, and cities along that route from Wheatland/Mustang to Lawton-Ft. Sill, Altus Air Force Base and Quanah, Texas.

This abandonment procedure probably stems from Oklahoma's Department of Transportation (ODOT) efforts to replace the Union Station railyard with a new urban crosstown expressway, which would effectively obliterate the BNSF rail line, which is still a useful and functional rail system. We are disappointed that BNSF would cave into ODOT and lie, saying that the track has not been used in two years.

By arrangement with BNSF this line is used daily by an SLWC train from east to west and back from west to east to switch cement plants and other businesses located southwest of Union Station. Any claims otherwise are false. We have filed ample documentation of this continued use with the Surface Transportation Board.

In light of surging demands nationwide for rail services as alternate transportation means due to the ever burgeoning traffic on highways and expressways, this abandonment could create far-reaching effects upon our transportation options in the greater metro area of Oklahoma City, as well as throughout southwest Oklahoma and even into Texas. This is not the only repercussion effect caused by abandoning this rail service. Long-standing arterial corridors ranging from downtown OKC and south, will also be congested and clogged during the proposed construction of this expressway. Additionally, with today's high fuel costs, this rail system in the near future could help reduce these costs, and boost railroad business.

SINCERELY,

  
Michael Richards



EA 641844636 US



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Last 9-8-07

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| Date Accepted                                |  | Estimated Date of Delivery | Return Receipt Fee        |
| 11-7-07                                      |  | 11-8                       | \$                        |
| No. of Pieces                                |  | Schedule Price at Delivery | ODD Fee                   |
| 1145                                         |  |                            |                           |
| Time Accepted                                |  | Insurance Fee              | Total Postage             |
| 11:45 AM                                     |  |                            | \$ 13.61                  |
| Full Rate <input type="checkbox"/> At Weight |  | 1st Air Mail Country Code  | Anticipated Emp. Initials |
| 18                                           |  |                            | ST                        |

FROM: (PLEASE PRINT) PHONE: ( )

Mike Richards  
BioEnergy Center  
3021 W. Chilson Blvd  
OK City, OK 73106

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Call 1-800-222-1811



TO: (PLEASE PRINT) PHONE: ( )

Sidney Strickland, Sr.  
Burlington Northern - Santa Fe RR  
3050 K Street NW Suite 101  
Washington, DC 20007

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FOR INTERNATIONAL DESTINATIONS, WRITE COUNTRY NAME BELOW

BIO-ENERGY WELLNESS CENTER 3021 N Classen Blvd., Oklahoma City, OK-73106  
Dr. Michael Richards, N.D. (405) 524-4000

November 4, 2005

Stillwater Central Railroad

Attn: Kari Morell

1455 F Street, NW, Suite 225

Washington, D.C. 20005

RE: STB Docket No. AB-6 (Sub-No. 430X)

Dear Mr. Morell:

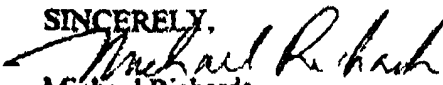
This letter is to serve notice to you that we protest the abandonment of the BNSF/Stillwater Central rail line connecting Oklahoma City Union Station to Will Rogers Airport, the FAA/Mike Monroney Center, and cities along that route from Wheatland/Mustang to Lawton-Ft. Sill, Altus Air Force Base and Quanah, Texas.

This abandonment procedure probably stems from Oklahoma's Department of Transportation (ODOT) efforts to replace the Union Station railyard with a new urban crosstown expressway, which would effectively obliterate the BNSF rail line (leased by Stillwater Central), which is still a useful and functional rail system. We are disappointed that BNSF and Stillwater Central would cave into ODOT and lie, saying that the track has not been used in two years.

By arrangement with BNSF this line is used daily by an SLWC train from east to west and back from west to east to switch cement plants and other businesses located southwest of Union Station. Any claims otherwise are false. We have filed ample documentation of this continued use with the Surface Transportation Board.

In light of surging demands nationwide for rail services as alternate transportation means due to the ever burgeoning traffic on highways and expressways, this abandonment could create far-reaching effects upon our transportation options in the greater metro area of Oklahoma City, as well as throughout southwest Oklahoma and even into Texas. This is not the only repercussion effect caused by abandoning this rail service. Long-standing arterial corridors ranging from downtown OKC and south, will also be congested and clogged during the proposed construction of this expressway. Additionally, with today's high fuel costs, this rail system in the near future could help reduce these costs, and boost railroad business.

SINCERELY,

  
Michael Richards

