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February 17, 2022

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BY E-FILING

Cynthia T. Brown
Chief, Section of Administration, Office of
Proceedings
Surface Transportation Board
395 E Street SW
Washington, DC 20024

ENTERED
Office of Proceedings
February 17, 2022
Part of
Public Record

Re: Hartwell First United Methodist Church - Adverse Abandonment and
Discontinuance – The Great Walton Railroad Company, In Hart County, GA
Docket No. AB 1242
Reply to January 2022 Status Report (color images included)

Dear Ms. Brown:

On January 31, 2022, The Great Walton Railroad Company, Inc. ("GWRC") filed its January 2022 Status Report pursuant to the requirements of the Board's January 31, 2018 Decision (the "2018 Decision") in this proceeding. Hartwell First United Methodist Church ("Hartwell First" or the "Church") is filing this Reply because it believes that the January 2022 Report, pp. 1-2, continues to misleadingly state that "the line is being used to facilitate rail transportation services for Quality Services, LLC whose rail shipment have continued to steadily increase."

Quality Services, LLC ("Quality"), a GWRC customer located approximately 1 mile west of the end of the Line (limited in this proceeding to the segment of the line of railroad a 0.25-mile segment in downtown Hartwell that extends from Athens Street to the end of the line at South Forest Street). As best Hartwell First can determine, service to Quality has diminished, not increased – while two cars were delivered to Quality this month, the last previous car moved to Quality was in June, 2021, and removed in August 2021. The Line has not been used by GWRC in connection with any service provided to Quality or any other customer. The only use GWRC has made of the Line has been to store three unused old rail cars directly behind the Church. Enclosed with this Reply are photographs of the cars from

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April 21, 2021 and from February 2, 2022, showing that they were not moved over a significant period of time.¹

Moreover, as the Board is aware from prior filings, Hartwell First disputes GWRC's characterization of the history, use and removal of the former north spur was and the runaround (the Board has previously found that the former spur and runaround track were excepted tracks and not part of the Line or general system of railroad).

Copies of this Reply have been served on all parties of record by email or by first class mail, postage prepaid.

Respectfully,

CLARK HILL

/s/ Eric M. Hocky

Eric M. Hocky

EMH:e
Enclosures

cc: Richard H. Streeter
All parties of record

¹ The same cars have been stored on the Line since January 2019, except for a brief period when they were replaced by three other storage cars. The storage cars were removed by GWRC on February 8, 2022, and so far have not been replaced.



April 21, 2021



February 2, 2022