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VIA HAND DELIVERY

The Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Room 711
Washington, DC 20423-0001

Re: Finance Docket No. 34672, Union Pacific Railroad Company -- Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company

Dear Secretary Williams:

Enclosed for filing in the above-referenced proceeding, please find an executed original and ten (10) copies of the City of Sikeston, Missouri's Motion to Dismiss, or, in the Alternative, to Re-Classify the Scope of the Board's Environmental Review. Three copies of a CD containing the text of this filing are also included.

Please date stamp the extra copy of this cover letter and the enclosed pleading and return it to our messenger. Thank you for your attention to this matter.

Respectfully submitted,

John H. LeSeur
An Attorney for the City of Sikeston, Missouri

JHL:cef
Enclosures
cc: Counsel for UP and BNSF



BEFORE THE
SURFACE TRANSPORTATION BOARD

UNION PACIFIC RAILROAD COMPANY – ACQUISITION AND OPERATION EXEMPTION – LINE OF BNSF RAILWAY COMPANY	)	Finance Docket No. 34672

THE CITY OF SIKESTON, MISSOURI'S MOTION TO DISMISS, OR, IN THE ALTERNATIVE, TO RE-CLASSIFY THE SCOPE OF THE BOARD'S ENVIRONMENTAL REVIEW

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Dated: August 14, 2006

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SUPPORTING VERIFIED STATEMENTS

The Hon. Michael Marshall
Paul H. Reistrup, P.E.
Stephen G. Thornhill

BEFORE THE
SURFACE TRANSPORTATION BOARD

UNION PACIFIC RAILROAD COMPANY– ACQUISITION AND OPERATION EXEMPTION– LINE OF BNSF RAILWAY COMPANY	)	Finance Docket No. 34672

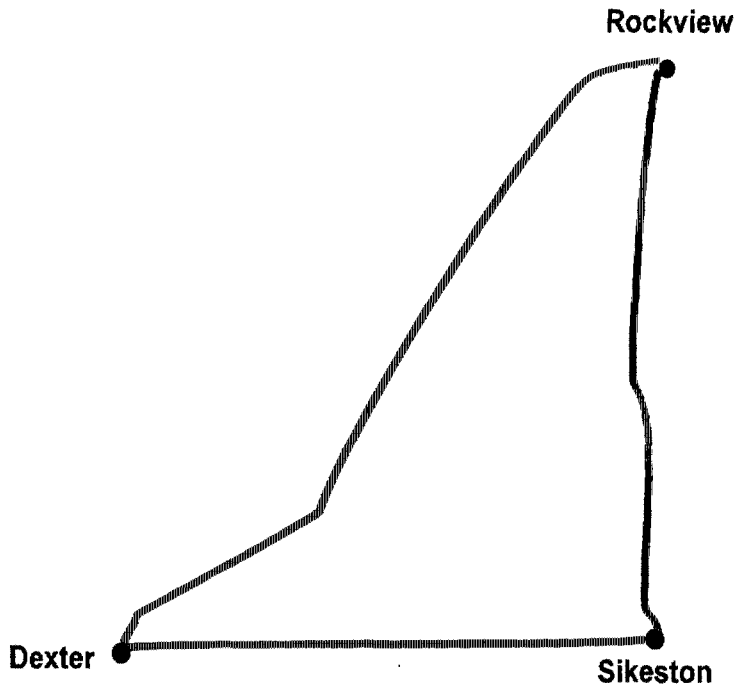
THE CITY OF SIKESTON, MISSOURI'S MOTION TO DISMISS, OR, IN THE ALTERNATIVE, TO RE-CLASSIFY THE SCOPE OF THE ENVIRONMENTAL REVIEW

The City of Sikeston, Missouri ("City" or "Sikeston") requests that the Board dismiss the Petition for Exemption ("Petition") filed in this proceeding by Union Pacific Railroad Company ("UP") on March 11, 2005. If the Board does not dismiss UP's Petition, Sikeston requests that the Board reclassify the required environmental review of UP's Petition from an Environmental Assessment ("EA") to a full Environmental Impact Statement ("EIS").

PREFACE AND SUMMARY

UP's Petition attempts to present a run-of-the-mill request to the STB. According to UP, it is experiencing congestion on its 40-mile line running between Rockview and Dexter, Missouri ("Rockview-Dexter Line"). UP proposes to alleviate that congestion by acquiring a 23.7 mile parallel BNSF line ("Rockview-Sikeston Line") and

by instituting directional running over the parallel Rockview-Sikeston Line and a 23 mile connecting UP line ("Sikeston-Dexter Line"). The schematic below illustrates these three lines:



The proposed UP routing from Rockview to Dexter via Sikeston is referred to hereafter as the "Rockview-Sikeston-Dexter" routing.

In fact, UP's Petition is far from an ordinary request typically handled under the Board's exemption procedures. UP's proposals, if implemented, will force thousands of additional trains per year through Sikeston and other surrounding communities along the Rockview-Sikeston-Dexter routing. Sikeston, and the surrounding communities, are not designed to absorb this level of rail traffic. UP's Petition, if granted, will cause major

adverse consequences to the residents of Sikeston and surrounding communities, including increased rail safety risks, increased noise pollution, and numerous other environmental and socio-economic harms that will substantially reduce their quality of life.

UP's Petition has generated extraordinary opposition and statements of concern throughout Missouri, including statements submitted by Missouri's two United States Senators (Senators Christopher S. Bond and James M. Talent); the Governor of Missouri (the Hon. Matt Blunt); Missouri Congresswoman Jo Ann Emerson; Missouri State Senator Jason G. Crowell; the Sikeston City Council; the Sikeston R-6 School District; the Sikeston Department of Economic Development; the Sikeston medical/elderly care community (including the Missouri Delta Medical Center, Clearview Nursing Center, Hunter Acres Caring Center, and the Community Sheltered Workshop, Inc.); thousands of Sikeston residents and businesses; the Scott County Commission; and the Scott County Central School District. These concerns are more fully addressed in the accompanying verified statement of Michael Marshall, the Mayor of Sikeston, who also describes the significant adverse impacts that UP's plan as proposed would have on Sikeston and the surrounding communities.

In this Motion, the City first requests that the Board exercise its authority under 49 U.S.C. §10502 to dismiss UP's Petition. Dismissal is required here because the nine month statutory deadline for deciding UP's Petition expired long ago; because UP's

Petition omits key facts and has been overtaken by subsequent developments; and because UP's Petition raises concerns of transportation importance that can best be addressed in a full application proceeding.

If the Board does not dismiss UP's Petition – which it should – the City alternatively requests that the Board exercise its authority under 49 C.F.R. §1105.6(a) to reclassify UP's Petition as one requiring an EIS. Reclassification is required because of the extraordinarily significant, and extraordinarily controversial, adverse impacts UP's proposal will have on the residents of Sikeston and other surrounding communities along the Rockview-Sikeston-Dexter routing.

Finally, Sikeston emphasizes that granting the relief it requests will not harm UP. UP can solve its traffic congestion problems on the Rockview-Dexter Line in a simple manner: double-tracking this line. There are no physical or practical impediments to UP's pursuit of this alternative and this alternative will produce a far safer, and more operationally efficient, routing for UP.

BACKGROUND

A. UP's Petition

On March 11, 2005, UP filed its Petition asking the Board to exempt from the prior approval requirements of 49 U.S.C. §§ 11323, et seq. UP's proposed acquisition and operation of BNSF's Rockview-Sikeston Line. UP's Petition made eight principal assertions.

First, UP opined that it was experiencing congestion on its Rockview-Dexter Line. According to UP, the Rockview-Dexter Line is a single-track main line in UP's St.-Louis-Houston corridor on which UP was (as of March 2005) "dispatch[ing] approximately 20-21 northbound trains and 20-21 southbound trains per day." Petition at 5.

Second, to alleviate congestion on the Rockview-Dexter Line, UP proposed to acquire BNSF's Rockview-Sikeston Line. UP represented that once UP acquired the Rockview-Sikeston Line, UP planned on instituting a directional running operation whereby it would "shift approximately 10-11 southbound trains per day" from its Rockview-Dexter Line to a Rockview-Dexter-Sikeston routing. Id. UP further asserted that the combination of its proposed acquisition of the Rockview-Sikeston Line, and its proposed directional running over the Rockview-Dexter-Sikeston routing, would reduce congestion on the Rockview-Dexter Line and "increase efficiency" in its system operations. Id. at 5-6.

Third, UP asserted that the Rockview-Sikeston Line was carrying, on average, one UP train per day (under trackage rights) and 4 to 6 BNSF trains per day. Id. at 16. UP also asserted that the Sikeston-Dexter Line was handling, on average, one UP train per week. Id. UP projected that the daily train counts on the Rockview-Sikeston Line would increase to 10-11 UP trains per day if the Board approved UP's Petition while the BNSF train counts would remain unchanged. Id. UP also projected that daily train

counts on the Sikeston-Dexter Line would increase by 10-11 trains per day. Id.

Fourth, UP asserted that it had considered an alternative option to solve its congestion problems on the Rockview-Dexter Line. That alternative was to double-track the Rockview-Dexter Line. However, UP represented that its proposed Rockview-Sikeston-Dexter routing could be accomplished "at a lower cost than double tracking UPRR's existing Rockview-Dexter Line." Id. at 6.

Fifth, UP asserted that its proposed acquisition of the Rockview-Sikeston Line was part of a track swap with BNSF that included BNSF's acquisition of UP track in Colorado. Id. at 3 n.1.

Sixth, UP claimed that the Board should approve its exemption petition because the exemption furthered the national rail transportation policy, was limited in scope, and did not adversely impact rail shippers. Id. at 6-9.

Seventh, UP stated that it had triggered the Board's environmental review procedure by agreeing to the "appointment . . . of a third-party contractor to work with [the Board's Section of Environmental Analysis] to undertake all appropriate environmental reviews." Id. at 10.

Eighth, UP stated that perfection of its Rockview-Sikeston-Dexter routing would require the construction of track connections at Rockview, Sikeston and Dexter. Id. at 5, 18. UP did not seek any STB approvals for these construction activities in its Petition.

B. The Board's June 8, 2005 Order

On June 8, 2005 the Board served an order in this proceeding ("June 8, 2005 Order"). In that Order, the Board stated it was "instituting a proceeding under 49 U.S.C. 10502(b)." Id. at 1. The Board also concluded that "because of the increases in the number of trains along the Rockview-Sikeston Line, environmental review is required under 49 C.F.R. 1105.6(b)(4)." Id. Finally, the Board stated that it would "issue a decision on UP's Petition following completion of the necessary environmental review." Id.

C. Subsequent Developments

A number of developments have occurred, or been discovered, after UP filed its Petition.

1. Projected Train Increases

In its Petition, UP represented it was running one train per day, on average, over the Rockview-Sikeston Line and one train per week, on average, over the Sikeston-Dexter Line. UP further represented that if the STB approved its Petition, the UP train counts on both lines would increase by approximately 10 trains per day.

Following the filing of its Petition, UP representatives participated in a public hearing in Sikeston on December 5, 2005. See Marshall V.S. at 9-10. At that hearing UP's representative stated the UP daily train count could increase to 20 or more trains per day. Id. This admission by UP is critical. Neither the Board, nor concerned

parties like Sikeston, can properly evaluate UP's Petition in the absence of truthful, good faith estimates from UP concerning UP's projected post-acquisition train counts.

2. MoDOT Studies

The Missouri Department of Transportation ("MoDOT") has conducted field studies of UP's proposed Rockview-Sikeston-Dexter routing. See Reistrup V.S. at 10. MoDOT has also studied the alternative to UP's proposed routing – double-tracking the Dexter-Rockview Line. Id.

(a) Rockview-Sikeston-Dexter Routing

MoDOT's studies found that UP's proposed Rockview-Sikeston-Dexter routing will have significant adverse safety impacts "result[ing] from the increased train traffic includ[ing] commerce delay, delaying emergency vehicles, and traffic back-up and delay." Letter from Mark Shelton, District Engineer, Missouri Department of Transportation, Southeast District, to the Hon. W. Douglas Buttrey (March 8, 2006) at 1. MoDOT also concluded that the Rockview-Sikeston-Dexter lines will require grade crossing improvements at 47 road crossings. MoDOT has preliminarily estimated the cost of necessary safety improvements at 25 of these crossings as "in excess of $24 million." Id. at 2.[1]

MoDOT also reports that MoDOT and UP have significant disagreements over the need for grade separated crossings on the Rockview-Sikeston-Dexter route. Id.

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[1] These estimates do not include any "quiet zone" costs.

at 1-2. Of the $24 million MoDOT estimates for studied safety improvements on this route, $21.4 million (88%) is for three grade-separated crossings MoDOT has concluded are necessary for safety reasons. UP has rejected MoDOT's recommendations. At two of the involved highway/railroad intersections (Route A at Chaffee and Route T in Sikeston), UP wants to have at-grade crossings despite MoDOT's views that grade-separation crossings are needed. Id.

The third location is the Route 60/railroad intersection on UP's Sikeston-Dexter Line. Route 60, as MoDOT recognizes, is a "high volume-high speed" divided four-lane highway. Id. at 1. MoDOT reports that UP has refused to agree to a funding plan for the grade separation and instead proposes to continue to have an at-grade crossing until such time as a grade-separated crossing is constructed. MoDOT has rejected UP's proposal on safety grounds. Id.

(b) Rockview-Dexter Routing

MoDOT also studied the Rockview-Dexter Line. Letter from Mark Shelton, District Engineer, Missouri Department of Transportation, Southeast District, to the Hon. W. Douglas Buttrey (March 8, 2006). MoDOT reports that, if this line was double-tracked, the cost of safety related upgrades at rail/highway crossings would approximate $8.5 million – i.e., about one-third of the cost of safety upgrades MoDOT has quantified to date for the Rockview-Sikeston-Dexter routing.

3. Land Purchases

The Rockview-Dexter Line runs through several counties in Missouri, including Cape Girardeau, Scott, and Stoddard Counties. Sikeston has learned that, in Stoddard County alone, UP has purchased a total of 33 parcels of land along the Rockview-Dexter Line. These parcels total approximately 6.6 miles in total length, covering some 37.5 total acres of land. This land appears to have been obtained to accommodate double-tracking of this line segment. See Marshall V.S. at 22.

4. Environmental Review

UP represented in its Petition that it had invoked the Board's third party contractor process and had agreed to the appointment of a third party contractor. However, following the filing of its Petition, UP, in fact, did not advance the third party contractor process for over 16 months. On August 3, 2006, UP's counsel belatedly wrote a letter to the Board's Section of Environmental Analysis asking for formal approval of an independent third-party consultant to work with the Board to prepare necessary environmental documentation associated with the Board's environmental review of the transaction. STB staff report that the Board has now entered into a memorandum of understanding with the third-party contractor as proposed by UP.

5. The City's Investigation

In light of UP's failure to advance the environmental review process in a timely manner, the City asked Paul R. Reistrup, a leading railroad engineering/operating

expert, and Stephen G. Thornhill, a leading railroad environmental expert, to conduct an initial engineering/operating/environmental review of UP's plans. The results are set forth in their appended verified statements. Among their findings are:

- Safety. Mr. Reistrup and Mr. Thornhill found that UP's plan would cause significant safety problems for residents located along the Rockview-Sikeston-Dexter route. These safety problems included problems associated with increasing rail traffic in highly populated residential communities; problems associated with at-grade highway/rail crossings; and problems associated with the absence of grade-separated crossings on this route. Reistrup V.S. at 6, 11; Thornhill V.S. at 2 and Exhibit SGT-2.

- Noise. Mr. Thornhill conducted a preliminary noise analysis. That analysis found that UP's plan will expose thousands of noise-sensitive receptors to significant increases in both wayside noise and horn noise. Thornhill V.S. at Exhibit SGT-2 pp. 5-6.

- Viable Alternatives. Mr. Reistrup found that double-tracking UP's Sikeston-Dexter Line was a viable (and cost-effective) alternative from an engineering and operating perspective. Reistrup V.S. at 5-10. Mr. Thornhill concludes that, from an environmental and safety perspective, double-tracking the Sikeston-Dexter Line is far preferable to UP's proposed Rockview-Dexter-Sikeston routing. Thornhill V.S. at 2 and Exhibit SGT-2, pp. 7-8.

- Undisclosed UP/BNSF Construction Activities. Though not disclosed in the Petition, Mr. Reistrup and Mr. Thornhill discovered in their field review that both UP and BNSF have already begun substantial, undisclosed track construction actions based upon the apparent assumption the STB will rubber-stamp UP's Petition. See Reistrup V.S. at 5; Thornhill V.S. at Exhibit SGT-2, p. 3.

Specifically, on the Sikeston-Dexter Line, UP has begun substantial track rebuilding work including upgrading and rehabilitating bridges, replacing ties, installing new heavier rail and improving grade crossing surfaces. UP, with BNSF's cooperation, has also begun the construction of a new track connection between UP's line and BNSF's line at Rockview. See Reistrup V.S. at 5.

ARGUMENT

Sikeston asks the Board to dismiss UP's Petition. Alternatively, if the Board does not dismiss the Petition, Sikeston requests that the Board prepare an EIS before issuing a final decision on the Petition.

I.

UP'S EXEMPTION PETITION MUST BE DISMISSED

UP's Exemption Petition must be dismissed because it is stale; it omits any new developments; and it raises issues of national transportation importance.

A. UP's Petition is Stale

UP's Petition asks the Board to exercise its authority under 49 U.S.C. §10502(a) to exempt UP's acquisition of the BNSF line from the prior approval requirements of 49 U.S.C. §§11323, et seq. Under 49 U.S.C. §10502(b), the Board has ninety days from the date a petition is filed "to determine whether to begin an appropriate proceeding." Id. If a proceeding is instituted, the proceeding "shall be completed within 9 months after it is begun." Id.

UP filed its Petition with the Board on March 11, 2005. The Board subsequently issued its June 8, 2005 Order "instituting a proceeding under 49 U.S.C. 10502(b)." Id. at 1. Under 49 U.S.C. §10502(b), the Board was required to complete the proceeding by March 9, 2006 – i.e., 9 months after the proceeding was instituted. Since the statutory deadline for completing the proceeding has passed, the Board should dismiss UP's Petition.

Moreover, this is not a case where the petitioner has endeavored to advance its petition in a timely manner. The Board's June 8, 2005 Order directed UP to comply with the Board's environmental review requirements. These requirements were triggered because of the Board's concerns about increased rail traffic on the Rockview-Sikeston-Dexter routing.

The Board's environmental rules provide a detailed set of procedures UP is required to follow. A first step in this procedure is typically the retention of a third party

contractor and the execution of a memorandum of understanding. UP waited for over 16 months before completing this first step. UP's failure to timely advance its Petition provides additional grounds to dismiss the Petition.

2. UP's Petition is Fatally Defective

The STB must dismiss an exemption petition where the petition contains false or misleading information[2] or where the scope of the involved action "differs substantially" from the one presented in the Petition.[3]

UP's Petition clearly contains false or misleading information. The key issue in this transaction involves the impact of UP's directional-running plan on Sikeston and its residents, which in turn involves the additional number of trains UP plans to reroute through Sikeston. UP's Petition cites "10-11" per day train increases. However, UP's representative subsequently informed City officials the number may be over 20 trains per day. See Marshall V.S. at 9-10. UP's conflicting representations concerning the train count is enough in and of itself for the Board to dismiss UP's Petition.

Moreover, UP (with BNSF's cooperation) has also been engaged in a stealth campaign to reconstruct the Sikeston-Dexter Line and build a new track

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[2] See Chicago, Lake Shore and South Bend Ry. Co. – Acquisition and Operation Exemption – Norfolk Southern Ry. Co., STB Docket No. 34893 (STB served July 6, 2006) at 1.

[3] See New England Transrail, LLC, d/b/a Wilmington and Woburn Terminal R.R. Co. – Construction, Acquisition and Operation Exemption – in Wilmington and Woburn, MA, STB Finance Docket No. 34391 (STB served May 3, 2005) at 1.

connection at Rockview. See Marshall V.S. at 22 n.1; Reistrup V.S. at 5. These actions were not disclosed in the Petition, and UP would not be undertaking these actions unless it believed the STB would rubber-stamp its Petition.. The purpose of the Board's review of the Petition is to determine whether granting that Petition is in the public interest. However, UP has arrogantly determined that it – not the Board – should make this determination.

UP's Petition also fails to provide full disclosure concerning the viability of double-tracking the Rockview-Dexter Line. UP summarily discounts the alternative as not cost-effective. However, as Mr. Reistrup demonstrates in his verified statement, that is not the case. Id. at 6-10. UP also fails to disclose that UP has acquired substantial acreage adjacent to the right-of-way – evidently for purposes of double-tracking the line. See Marshall V.S. at 22; Reistrup V.S. at 5.

3. An Exemption Proceeding is Inappropriate Here

UP filed its exemption petition under 49 U.S.C. §11502. This provision provides that the Board can exempt a transaction from full regulation when full regulation is not necessary to carry out the national transportation policy and the transaction is either in limited scope or one that will not competitively injure rail shippers.

UP argues that an exemption is appropriate because it will make UP's operations more efficient and because it will not harm shippers. However, UP's assertions ignore the national transportation policies calling upon the Board to protect the

broader public interest.[4] UP's Petition raises a unique, but fundamentally important, issue of national importance: can a major railroad try to solve "congestion" problems by ignoring an environmentally benign solution – double-tracking – and instead unilaterally decide to reroute mainline rail operations through densely populated residential neighborhoods? The result, under UP's calculus, is to impose huge new economic and social costs, and risks, on communities like Sikeston that are forced to bear these costs, and threaten the well-being and livelihood of the community.

The national rail transportation policy calls for the Board to issue "fair" regulatory decisions that balance the interests of shippers, carriers, and the general public and specifically calls upon our nation's rail carriers "to operate transportation facilities and equipment without detriment to public health and safety." 49 U.S.C. §10101(2) and (8).[5] The Board, and the public it is charged with protecting, will best be served if the Board dismisses UP's Petition and directs UP to file an appropriate line acquisition application under 49 U.S.C. §11323 et seq.

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[4] See e.g., 49 U.S.C. §10101(4) (STB "to ensure the development and continuation of a sound rail transportation system . . . to meet the needs of the public"); The Indiana & Ohio Ry. Co. – Construction and Operation – Butler, Warren, and Hamilton Counties, OH, 9 I.C.C. 2d 783 (1993) (national rail transportation policy is "a statement of the public interest").

[5] See The Indiana & Ohio Ry. Co. – Construction and Operation – Butler, Warren, and Hamilton Counties, OH, 9 I.C.C. 2d at 790 (rejecting rail construction application because of adverse public safety impacts).

II.
IF THE BOARD DOES NOT DISMISS UP'S PETITION IT SHOULD DIRECT THAT AN EIS BE PREPARED

Under the National Environmental Policy Act ("NEPA"),[6] the STB is required to prepare an EIS in connection with proposed actions that are environmentally significant. As recently summarized by the Eighth Circuit:

> The NEPA mandates that a federal agency "take a 'hard look' at the environmental consequences" of a major federal action before taking that action. *Baltimore Gas & Elec. Co. v. Natural Res. Def. Council, Inc.*, 462 U.S. 87, 97, 103 S.Ct. 2246, 76 L.Ed.2d 437 (1983) (quoted case omitted). To comport with this standard, an agency must prepare a "detailed statement" (generally, an EIS), 42 U.S.C. §4332(2)(C), "from which a court can determine whether the agency has made a good faith effort to consider the values NEPA seeks to protect." *Minnesota Pub. Interest Research Group v. Butz,* 541 F.2d 1292, 1299 (8th Cir. 1976), cert. denied, 430 U.S. 922 (1977).

Mid States Coalition for Progress v. STB, 345 F.3d 520, 533-34 (8th Cir. 2003).

The STB's June 8, 2005 Order initially classified UP's Petition for consideration for a lesser form of environmental review – an EA.[7] However, the Board's environmental regulations expressly provide that an action initially classified for EA

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[6] 42 U.S.C. §4321 et seq.

[7] Id. at 1. The Board's June 8 2005 Order calls for environmental review of UP's Petition under 49 C.F.R. §1105.6(b)(4). This provision calls for the preparation of EAs on specified actions.

review must be reclassified to full EIS review "where the probability of significant impacts from a particular proposal is high enough to warrant an EIS." 49 C.F.R. §1105.6(d). In determining whether impacts are significant, the Board considers, inter alia, the nature of the involved impacts,[8] whether these impacts are controversial,[9] whether these is a need for in-depth study of alternatives to the proposed action,[10] and

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[8] See generally 40 C.F.R. §1508.27. Impacts to be considered include the direct and indirect environmental impacts caused by the proposed action – i.e., those impacts associated with UP's petition asking the STB to exempt UP's acquisition of BNSF's Rockview-Sikeston Line from otherwise applicable prior approval requirements. See 40 C.F.R. §1508.8. The STB is also required to study cumulative environmental impacts (40 C.F.R. §§1508.7, 1508.27(b)(7) and the environmental impacts caused by closely related actions (40 C.F.R. §1508.25(a)(1)). The related actions, and cumulative impacts, the STB must review here include UP's construction activities to perfect a Rockview-Sikeston-Dexter routing and its proposed operations over the Sikeston-Dexter Line. The only reason these activities, and operations, are being pursued is to facilitate UP's proposed operations between Rockview and Dexter. See Southwest Gulf R.R. Co. – Construction and Operation Exemption – Medina County, TX, STB Finance Docket No. 34284 (STB served Nov. 5, 2004) Draft EIS at 1-17 to 1-18 (STB's EIS includes review of environmental impacts of related track construction and operations proximately caused by a proposed action).

[9] See 40 C.F.R. §1508.27(b)(4); Southwest Gulf R.R. Co. – Construction and Operation Exemption – Medina County, TX, STB Finance Docket No. 34284 (STB served Jan. 28, 2004) at 3 (reclassifying a proposed action from an EA to an EIS review due to the "highly controversial" nature of the project); Holrail LLC –Construction and Operation Exemption – in Orangeburg and Dorchester Counties, South Carolina, STB Docket No. 34421 (STB served July 29, 2005) at 1-2 (ordering the preparation of an EIS, rather than an EA, because of the "controversial" nature of the proposed action).

[10] See 42 U.S.C. §4332(2)(E) (requiring agency NEPA review to "study [and] develop . . . appropriate alternatives to recommended courses of action"), 40 C.F.R. §1528.25(b).

whether the proposed action is precedent-setting.[11]

The Board must reclassify its environmental review of UP's Petition from an EA to an EIS because (1) UP's Petition will have significant adverse environmental impacts on Sikeston and surrounding communities; (2) the impacts are controversial; (3) superior alternatives to UP's proposed action exist; and (4) the Petition is precedent-setting.

A. UP's Petition Will Have Significant Adverse Environmental Impacts on Sikeston and Surrounding Communities

The Rockview-Sikeston Line and the Sikeston-Dexter Lines cut right through the middle of Sikeston. See Marshall V.S. at 8 and Exhibit 1. These rail lines traverse densely populated residential neighborhoods, active commercial centers, and schools. Many residences, businesses, schools, elderly care centers, day care centers, commercial properties, and parks are located in close proximity to these lines. Id. at 11-18.

At this point, it is clear to the City that UP plans to dramatically increase the number of trains running through Sikeston every day. What is not clear is the exact level of the projected train increase. As discussed above, UP's Petition (filed over 16 months ago) references daily train increases of 10 to 11 trains per day. However, as also discussed above, UP representatives have told the City the increase could be substantially

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[11] See 40 C.F.R. §1528.27(b)(6).

greater – in the neighborhood of 20 or more trains per day. Increases of 10 to 20 trains per day will cause substantial harm to Sikeston and surrounding communities. An increase of 10 trains per day produces an annual increase of 3,650 trains. An increase of 20 trains per day produces an annual increase of 7,500 trains. This increase will cause many sever adverse public impacts, including the following:

1. The Risk of Catastrophic Accidents Significantly Increases

- Neighborhood Risk. As the Board is aware, substantial increases in rail traffic through densely populated residential neighborhoods substantially increase the risk of catastrophic accidents. This risk arises regardless of the level of safety mitigation. For example, the Board predecessor, the ICC, rejected a proposal to construct a short new line segment through densely populated residential neighborhoods.[12] The ICC noted there that the proposed line "would pass within 1,000 feet of 470 single family homes and 220 mobile homes housing 2,900 people." Id., 9 I.C.C. 2d at 789.

Here, Sikeston's initial estimates are that the involved lines pass within 1,000 feet of over 1,100 residences, housing over 3,800 people. See Marshall V.S. at 11. The impacts of the UP's petition would be particularly acute for the residents of the Sikeston neighborhoods of Greenbrier, Clearview, and Sunset. Many homes in these neighborhoods directly abut the involved rail lines, all of which are unfenced. Id. at 11-

[12] The Indiana & Ohio Ry. Co. – Construction and Operation – Butler, Warren, and Hamilton Counties, OH, 9 I.C.C. 2d 783 (1993).

13, 17-18. The residential neighborhoods consist of young children that will play, and cross, the railroad line throughout the day and evening. This risk of accidental, catastrophic injury, or death, rises with each additional train movement through Sikeston.

Similarly, a large school, large elder care facilities, and an actively used community park in Sikeston are located immediately adjacent to the involved rail lines. These facilities include the Sikeston Middle School (612 students and staff); the YMCA Day Care (44 children and staff); Rainbow Day Care (65 children and staff); Solace Learning Care Center (27 children and staff); and Toyland Day and Night Care (20 children a shift and 6 total staff); the Clearview Nursing Center (138 residents and staff); and Hunter Acres Caring Center (150 residents and staff). Id. at 11-13, 15-16. UP's plan would put citizens, including substantial numbers of children and seniors, in direct, frequent, and dangerous contact with UP's planned freight train operations.

- Grade-Crossing Risks – Sikeston. Crossing-related accidents are a national concern. Reducing crossing-related accidents is a national priority. See Regulations on Safety Integration Plans, STB Ex Parte No. 574 (STB served March 8, 2002) ("statistics show that the vast majority of fatalities and injures during railroad operations occur at grade crossings due to collisions or trespass incidents"). The risk of accidents at the crossings is directly correlated to the number of trains and cars traversing the crossings.

UP's plan will substantially increase highway/rail accident risks because more trains will cross, at-grade, densely populated residential streets and major city

arteries. See Marshall V.S. at 13-14. For example, on the Rockview-Sikeston Line, five critical streets in Sikeston -- collectively serving well over 10,000 average daily vehicles – cross this Line at-grade. Id.

- Grade Crossing Risk – Highway 60. The Sikeston-Dexter Line crosses U.S. Highway 60 at-grade. At present, UP reports one train per week crosses this highway. It appears that UP plans to continue to operate over this crossing at grade – even though train flows will increase from one train per week to 10 to 20 trains per day – until a grade separation is built at this location. This plan is a disaster from a public safety perspective.

U.S. Highway 60 is a four-lane, divided highway that serves as a major route into and beyond Sikeston, carrying major interstate traffic from Interstate 57 (which connects with Highway 60 near Sikeston). See Marshall V.S. at 13, 21. The posted speed limit on Highway 60 is 65 miles per hour. Approximately 12,500 vehicles traverse the current rail/highway at-grade crossing on a daily basis. Id. at 13. UP's plan would essentially require all highway traffic at this at-grade crossing to come to a complete stop (in both directions) 10 to 20 times per day (or more), every day, until a bridge is built separating the highway from the railroad. This amounts to stopping traffic between 3,650 to 7,400 times per year on this busy highway.

The current Highway 60 at-grade crossing is dangerous – even though only one train per week crosses the highway. Sight lines are bad at the crossing and it is

difficult for motorists to see approaching trains or take adequate precautions when the gates go down at the crossing. See Thornhill V.S. at Exhibit SGT-2, pp. 4-5. Increasing the train count from one train per week to 10 to 20+ per day will make this grade crossing one of the most dangerous crossings in America. See Marshall V.S. at 13.

- Hazardous Material Accident Risks. UP is a major transporter of hazardous material. UP directly moves only one train per week – a coal train – on the Rockview-Sikeston Line. It appears likely that UP's proposed expanded operations on this line will involve the transportation of hazardous materials.

As the Board is aware, the issue of transportation of hazardous materials traffic through cities and towns is a highly contentious matter.[13] Currently, these materials are moved on the UP's Rockview-Dexter Line – a line that traverses sparsely populated rural areas. Rerouting this traffic through more populated areas is a matter of enormous concern to the residents of Sikeston.

The kinds of serious local environmental risks associated with volume freight traffic movements of hazardous materials, and carrier indifference to local community concerns, are graphically displayed in a California state court decision issued earlier this month in People v. Union Pac. R.R. Co., No. C048336, 2006 WL 2137681 (Cal. App. 3 Dist., Aug. 2, 2006) ("People v. UP"). People v. UP involves civil actions

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[13] See e.g., CSX Transportation, Inc. – Petition for Declaratory Order, STB Finance Docket No. 34662 (STB served March 14, 2005).

brought by five California counties against UP for its actions and inactions involving the massive spillage of calcium oxide (lime), a caustic and potentially dangerous substance, through several communities, on two different occasions in 2001 and 2002. In each case, the court reported that UP refused to engage in timely reporting or reasonable corrective or clean-up actions.

The first incident involved the spillage of calcium oxide for a lengthy period of time over at least a 175-miles. See id., 2006 WL 2137681 at *1. The incident caused local communities to close roadways and evacuate facilities in near proximity to the line. Id. The UP's response to this incident as described in People v. UP was as follows:

> Union Pacific delayed nearly four hours after learning of the spill before contacting the Office of Emergency Services. Union Pacific did not otherwise notify appropriate agencies of the spill. Although it was aware the spill extended as far south as Madera County, Union Pacific did not inform Madera County officials. Moreover, Union Pacific did not remove or otherwise dispose of the spilled lime, and it did not identify the railcar that spilled the lime.

Id.

The second incident addressed in People v. UP involved a similar massive spillage of calcium oxide by UP less than two months later over the same lines. Id. at 2. In the second incident, the court observed that local citizens reported the spillage; the involved UP train operators noticed the problem; the operators notified UP's central

dispatch about the situation several times; and the operators stopped the train on two occasions to possibly address the situation. Id. However, UP dispatching officials ordered the train to continue without any repair of the involved cars or any cleanup activities, and UP again refused to timely notify the involved communities of the incident. Id. When UP finally got around to notifying the incident to the communities hours later, it incorrectly reported that a less caustic substance had been spilled, and it refused to conduct any clean-up. Id. The train spillage continued over 85 miles, with a total of approximately 15 tons of lime spilled. Id.

The court in People v. UP described UP's actions in connection with this second incident as follows:

> Union Pacific did not make any notification of the spill until many hours after it became aware of the spill. When it did make notification, it told the Madera Environmental Health Department that the substance was limestone, which is much less caustic than lime. Union Pacific has refused to conduct any clean up of the spilled lime.
>
> Lime is a potentially dangerous substance. Exposure to lime can result in irritation to the eyes, skin, and upper respiratory tract, ulceration or perforation of the nasal septum, pneumonia, and dermatitis. When lime is mixed with water, it can generate significant heat that may be sufficient to ignite combustible materials. Powdered lime mixed with water can react with explosive violence.

Id., 2006 WL 2137681 at *2.

Also, People v. UP is not a case of an isolated carrier safety lapse where the carrier has taken responsible actions to address the situation, and to taken actions to ensure that future lapses are prevented. To the contrary, UP argued in People v. UP that local personnel have no authority to require UP to avoid dumping or cleaning-up the involved caustic and dangerous materials, and no authority to require UP to notify local officials of such spills in a timely manner. Id. at *5, *6-*20. Any such requirements or obligations, argues UP, are completely preempted under federal law. Id.

At a very minimum, the factual circumstances presented in People v. UP raise serious concerns about UP's intentions with regard to the safety of its planned chemical and hazardous material movements through Sikeston. The incidents also vividly reveal why the citizens of Sikeston and surrounding communities have substantial justification to be concerned about UP's planned operations, and why the Board must take all appropriate actions to minimize public exposure to unsafe hazardous materials transportation.

2. Emergency Vehicles Will Face Life Threatening Delays.

UP's plan calls for no grade separated crossings in or near Sikeston. Trains will block Sikeston city streets and there will be no way for emergency vehicles (including ambulances and police cars) to cross the tracks. See Marshall V.S. at 13-14.

For example, when a train is on the Rockview-Sikeston Line, emergency vehicles and first responders will not be able to make cross-town movements. This is

very significant because the only hospital in town is located on the east side of the tracks, as are most of the emergency response stations, whereas many residences are on the west side of the tracks. Id. at 13-15. These delays become particularly acute if, for railroad operating reasons, trains must be stopped in Sikeston.

3. Sikeston and Surrounding Communities Will Experience Substantial New Noise and Vibration Pollution

UP's plan will cause substantial adverse noise pollution in Sikeston. This pollution takes the form of wayside noise caused by train operations and train horn noise. Sikeston has undertaken preliminary estimates of noise pollution impacts. These estimates are predicated on a noise contour where train and whistle noise equal or exceed 65 decibels. Sikeston's preliminary studies have found that UP's proposed Rockview-Sikeston-Dexter routing will generate substantial noise impacts in this 65 decibel contour for over 1,000 noise sensitive receptors not currently experiencing high levels of rail traffic. These noise sensitive receptors include residences, schools, churches and nursing homes located in close proximity to the involved lines in Sikeston. See Thornhill V.S. at Exhibit SGT-2, pp. 5-6.

Additional trains will also produce significant vibration impacts. As described above, approximately 1,100 residences, housing over 3,800 people, and other structures, are located within 1,000-feet of the involved rail lines. See Marshall V.S. at 11. Schools, elder care facilities, and parks in Sikeston are located immediately adjacent to the lines, exposing citizens, including substantial amounts of children and the elderly,

to substantial new adverse vibration impacts. Id. at 11-19.

4. Traffic Back-Ups Will Occur All Through Town

The traffic-delay impacts from UP's's proposed operations in Sikeston would be enormous, affecting commuters; school buses; business trucking; service vehicles; emergency service providers; local traffic; visitor traffic; etc. Id. at 13-18. Sikeston citizens and visitors would experience countless hours of additional traffic delays waiting for trains to pass at-grade highway/rail crossings – resulting in significant new economic, environmental (including increased air emissions), and quality of life costs. Id.

Similarly, UP's plan would raise substantial havoc on the movement of traffic on a major divided four-lane highway, Highway 60, with traffic coming to a complete stop (in both directions) 10 to 20 times per day (or more), every day, amounting to stopping traffic between 3,650 to 7,400 times per year on a highway involving 12,500 daily vehicles. Id. at 13.

UP's plan would also seriously impact local businesses' ability to conduct business due to traffic interruptions caused by UP's expansive operations over local at-grade highway crossings. Id. This includes local industrial facilities that depend on the smooth and uninterrupted movement by truck of raw and finished materials and goods, and the ability of workers to be able to efficiently commute to and from work. Id. at 16-17.

5. A Low Income Neighborhood Will Be Destroyed

UP's plan calls for the construction of a new track connecting the Rockview-Sikeston Line to the Sikeston-Dexter Line. This new track connection will extend through a minority and low-income residential neighborhood: the Sunset neighborhood. Id. at 17. To perfect this connection, approximately 12 houses and lots must be condemned; a City street relocated; and a City-owned lift station moved. Id.

A substantial number of the Sunset residents are low-income/minority-black, and this neighborhood houses a major Sikeston public housing facility, and other low-income housing. Id. at 17-18. The practical effect of UP's connecting track construction will be to destroy this neighborhood. The two converging lines involved in this proceeding effectively box-in this neighborhood from the rest of Sikeston. Id. As such, traffic delays and safety concern impacts raised by UP's plan in other parts of the City are heightened in this neighborhood.

Additionally UP's Sikeston-Dexter Line cuts across the local park that serves this neighborhood, the Roberta Rowe/West-End Park, with no fence or buffer between the line and the park. UP's plan would create significant and unacceptable safety, noise, and vibration impacts and destroy the neighborhood's use and enjoyment of this important park, which is a central recreational venue and meeting point for the neighborhood. Id.

6. Sikeston's New Commercial Park Will Be Significantly and Adversely Impacted

The City has worked hard in recent years to expand commerce in Sikeston. A key element of its commercial development is an industrial park located adjacent to the Rockview-Sikeston Line in north Sikeston, the Sikeston Business, Education and Technology Park. Id. at 4-5. This park houses several major Sikeston industries, many of which also have significant numbers of inbound and outbound freight-truck deliveries. Id. at 16-17. Also, over 1,000 people commute to and from the park for work each day. Id.

UP's plan calls for no-grade separated access to the new industrial park. The park is situated off of Salcedo Road, which is one of the busiest roads in Sikeston, with over 5,800 average daily vehicles. Id. at 13. The many trucks that serve industries in the park would be significantly adversely affected by delays associated with the increased vehicular blockages at this at-grade railroad crossing, as will workers commuting to and from the park, and emergency response providers. Id. at 16-17. Because of these significant impacts, the employers in this park are seriously concerned about UP's plan. Sikeston's Director of Economic Development explains as follows:

> I am writing this letter on behalf of the plant managers of the three industries in the Sikeston Education, Business and Technology Park . . . . Their facilities are located on the West side of the BNSF railroad. These industries employ over 1000 people with a great majority traversing the railroad crossing on a daily basis

> to and from work. Their safety and welfare are of great concern to these plant managers. Kelly Harms, plant manager for Unilever, is very concerned because his employees have trouble now with the amount of railroad traffic. Any increase of railroad traffic will only add to the problem. CTS Trailers and Atlas Cold Storage run numerous 18 wheelers a day over the crossing on Highway ZZ.
>
> The increase of railroad traffic would have a tremendous impact on the ability to respond to any emergency situation that might occur in the Sikeston Industrial Park. We are also in the process of building a 100m gallon Ethanol Plant on the west side of the Railroad that could be affected by the increased traffic.
>
> On behalf of all the employees in the Sikeston Industrial Park, we encourage your careful consideration of this very important issue.

Letter from Ed Dust, Director, Sikeston Department of Economic Development to the Hon. W. Douglas Buttrey (July 28, 2006) at 1.

7. City Expansion Will Be Significantly and Adversely Impacted

The City of Sikeston is situated in a unique geographical area with substantial flood plains to the east and west. Marshall V.S. at 6. The City is located on a ridge between those flood plains. As a result of this geography, residential expansion in recent years in Sikeston has been in a northerly direction along the Rockview-Sikeston Line. This is the only direction that the City can practically grow and the City's long range plans call for the establishment of new residential neighborhoods and commercial

development along the Rockview-Sikeston Line in North Sikeston. Id.

UP's plan to substantially increase train traffic over the Rockview-Sikeston Line will cripple the City's ability to implement its current expansion plans. Few people will want to build new homes in neighborhoods where freight trains constantly rumble past. Id. at 8-13, 18-19.

8. The Quality of Life for Sikeston Residents Will Be Substantially Diminished

For the reasons set forth above, UP's Petition, if approved by the Board, will substantially and adversely impact the quality of life for the citizens of Sikeston. Id. at 18-19. Sikeston residents, and their children, will be exposed to the substantial safety risks inherent in forcing new mainline freight operations through densely populated residential neighborhoods. Emergency vehicles will have to sit while trains block the ability of first responders and police officers to respond to medical and police emergencies. The City will become much noisier as trains continually rumble through town blowing their whistles day and night. Traffic will become congested as cars wait for long periods while trains pass. Substantial numbers of pedestrians (including children and the elderly) will be put at increased safety risk. Train vibration will significantly affect residential and businesses located adjacent to the rail line. The Highway 60/UP grade crossing will become one of the most dangerous in America. All of these impacts will make Sikeston a less safe and less amenable place for its residents to go about their daily lives.

9. UP's Plan Will also Harm the Residents of Neighboring Communities

UP's proposed Rockview-Sikeston-Dexter route also bisects or is directly adjacent to other towns on the Rockview-Sikeston Line. These communities will experience adverse impacts similar to those residents of Sikeston will incur. Additional specific concerns raised by citizens in these communities include the following:

- Rockview. UP's plan calls for the construction of new track connection linking the Rockview-Sikeston Line with UP's main line in Rockview, with substantial construction already completed. See Reistrup V.S. at 5. This construction will significantly, and adversely, effect the residents with homes in the vicinity of the new construction.

- Chaffee. The Rockview-Dexter Line cuts right through the center of Chaffee, a town of 3,000 residents. Residents of Chaffee have expressed particular concern that without any grade-separated crossings, travel through this town will become very difficult. Chaffee residents have been engaged in a petition drive gaining the signatures of over 750 residents opposing the UP's plan. The petition states as follows:

> We . . . petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. If

> UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.

See Letters from Brenda Heeb to the Hon. Vernon A. Williams (dated July 28, 2006 and July 31, 2006). The City of Chaffee also recently passed a resolution opposing UP's plan.

B. The Significant Impacts are Highly Controversial

The significant impacts associated with UP's proposals are also highly controversial. These controversies arise, inter alia, because the parameters of UP's plan concerning the size, nature and effects of directional running remain opaque and, to the extent known, are of great concern to Sikeston, to surrounding communities, and to their elected representatives. Moreover, there is no need for these impacts because a feasible, and cost-effective, alternative exists – double-tracking UP's Rockview-Dexter Line.

1. Sikeston Opposes UP's Plan

The City of Sikeston, and large constituencies within Sikeston, oppose UP's plan. The resolutions and correspondence described below are included as exhibits to Sikeston Mayor Marshall's verified statement.

(a) Sikeston City Council

On May 15, 2006, the Sikeston City Council passed a detailed resolution opposing UP's Petition. The resolution stated in pertinent part:

> the City does hereby oppose UP's planned acquisition and operation plan [because]... the proposed transaction would cause significant, harmful, and irreparable public safety, health, noise, socio-economic, air quality and other local impacts.

Id. at 5. The City's resolution also called upon the Board to "fully consider[] the option of double-tracking UP's existing rail lines." Id.

(b) Sikeston Local School Districts

The Sikeston R-6 School District serves approximately 3,800 students at ten separate facilities located throughout the Sikeston communities. The School District strongly opposes UP's plan because it will put the school children it serves at risk:

> Union Pacific's proposal to take land and increase train traffic, if approved, would have a detrimental effect on the District. The Middle School, an attendance center for grades six and seven located at 510 Lindenwood, lies directly in the path of the "re-routing" and would be most adversely impacted. This plan would also sever the major east-west arteries running through Sikeston and the surrounding areas causing a disruption in our services, seriously hampering out ability to provide bus services to students throughout the district. It would also impede a parent's ability to transport a student to school and would disrupt the work schedule of our employees.
>
> The proposal poses serious health and safety problems to the citizens of Sikeston. It offers no plan for uninterrupted basic emergency services. A Union Pacific spokesman stated at a public hearing on December 5, 2005, that the

> proposal could not benefit the Sikeston community in any way.
>
> We strongly oppose Union Pacific's proposal to increase train traffic . . . .

Letter from Stephen J. Borgsmiller, Superintendent, Sikeston R-6 Schools, to the Hon. Christopher S. Bond (Jan. 3, 2006) at 1.

The Scott County School District serves a pre-K through 12 school student population of approximately 400. It opposes the UP's plan for similar reasons:

> As superintendent of the Scott County Central School district, my concern is not only for myself but for the students in this district. This proposal would have a great impact in our ability to provide buss services to our students and it would also affect parents who transport their children to and from school as well as the employees of our school system. With this in mind, I don not see this proposal as having a positive benefit to us.

Letter from Dr. Joel B. Holland, Superintendent, Scott County Central School District to the Hon. W. Douglas Buttrey (July 26, 2006) at 1.

(c) <u>Sikeston Medical/Elderly Care Providers</u>

The City of Sikeston, and surrounding communities, are served by a single hospital – the Missouri Delta Medical Center, and these facilities also provide substantial out-patient medical services. This center is located on the east side of the Rockview-Sikeston Line. The Medical Center opposes UP's plan because it raises serious health risks. As stated by the Center's President:

> I would like to express the concerns of Missouri Delta Medical Center on the Proposed increase in train traffic through the City of Sikeston. All of the healthcare resources in the City of Sikeston are on the east side of the track. During periods when the trains block the east-west roads, the residents who live west of the tracks have no health care readily available. This is a serious situation.
>
> When a health crisis occurs, the time required to access care is critical. In the case of a heart attack, stroke, or major trauma, four or five minutes can mean the difference between life and death. The wait required for a train to pass can seriously impact care. It does not seem to be reasonable to block, on a daily basis, a large portion of the residents of Sikeston from emergency health care services.
>
> We feel that the additional train traffic will have a very negative impact on the healthcare of the residents of Sikeston. It is just a matter of time until a critical situation arises as a result of this new traffic.

Letter from Charles Ancell, President, Missouri Delta Medical Center, to Doug Fried, Sikeston City Manager (Feb. 7, 2006) at 1.

Similar concerns have been raised by the Clearview Nursing Center, a skilled nursing facility; Hunter Acres Caring Center, an elderly health care facility; and Community Sheltered Workshop, Inc., a facility that employs developmentally disabled individuals. These facilities are all located on the west side of the Rockview-Sikeston Line.

(d) Sikeston Residents

Sikeston residents oppose the UP plan. See Marshall V.S. at 18-19. Petitions have been signed by over 2,250 residents opposing UP's plan because of the significant, and irreparable, adverse impacts the plan will have on the City and its residents; because UP's plan fails to meet the needs or concerns of the community on a safety, environmental, socio-economic, or quality of life basis; and because a much more reasonable and preferable alternative routing plan exists to handle UP's freight rail traffic through the region. Id. at 18-22.

2. Other Communities Oppose UP's Plan

(a) Scott County Commission

The Scott County Commission opposes UP's plan. This Commission is the elected body that governs Scott County, Missouri. Scott County encompasses Sikeston and surrounding communities. The position of the Scott County Commission is set forth in correspondence dated January 21, 2005:

> The proposed tracks will more than double train traffic at six state highway crossing, eleven county road crossings, and will cross numerous city streets. This increased volume and speed poses an unnecessary risk to the motorists and pedestrian of our county who are unaccustomed to high volume train traffic. Additionally, the increased traffic posses a risk to our residents by increasing response time of emergency services in the county. In validation

> of this concern, we offer the following example. On Sunday June 5, 2005, a public safety officer from the Sikeston Department of Public Safety was dispatched to the west side of the city to investigate an altercation. He was overwhelmed by a mob of 890 people and was pelted with rocks and bottles. After requesting backup, he was informed that support would be delayed due to train traffic which has isolated the west end of the city. Train traffic is at an increased level on that route as part of a temporary agreement. When backup arrived, 60 officers were needed to restore order. We feel the increased traffic has and will endanger our citizens by lengthening response time for emergency workers. Vital routes will be more frequently severed, isolating nursing homes and schools from ambulance, law enforcement, and fire services.
>
> Our opinion remains that the Union Pacific track exchange will unnecessarily endanger the citizens of Scott County by moving traffic from routes designed and accustomed to high volume train traffic to routes unprepared and unacquainted with the dangers of high volume and higher speed train traffic.

Letter from Scott County Commission to Doug Friend, Sikeston City Manager (June 21, 2005) at 1.

The Scott County Commission followed-up that letter with a subsequent letter on the impact of UP's plan on the county and the region, stating as follows:

> Our primary concern is the safety of the residents of Scott County and surrounding areas. Although plan have indicated upgrades

to several of the crossings affected, many city and county roads will not receive additional protection. Routes which currently see minimal rail traffic would se traffic doubled initially with the potential for future unbridled increases. This increased volume and higher-speed rail traffic poses an unnecessary risk to the motorists and pedestrians of our county who are unaccustomed to high volume train traffic along these routes. As mentioned in previous correspondence, an additional fear is that rail traffic poses a risk to our residents by increasing response time of emergency services in the county. Union Pacific indicated plans to share real-time information a bout blocked crossing with the City of Sikeston's emergency dispatch services. This may increase emergency responder's ability to avoid blocked crossings, however response time will be lengthened by this attempt to avoid the blocked routes. Furthermore, Union Pacific's willingness to provide this data serves as evidence that they believe the increase traffic will be detrimental to public safety efforts. . . .

. . . .

Our opinion remains that the Union Pacific track exchange will unnecessarily endanger the citizens of Scott County and impose an unnecessary expense to Missouri's taxpayers. Union Pacific's initial concept of double tracking the current route is the safer and financially responsible option Any obligation on Union Pacific's part to exchange track with Burlington Northern should not overshadow the safety of our citizens nor should the profitability of Union Pacific be assured by Missourian's tax dollars.

Letter from Scott County Commission to Doug Friend, Sikeston City Manager (Apr. 26, 2006).

3. Political Leaders in Missouri Oppose UP's Plan

(a) Senator Bond and Senator Talent

On March 22, 2006, Missouri's two United State Senators, the Hon. Christopher S. Bond and the Hon. James M. Talent, asked UP to engage in a detailed environmental review of UP's plan and alternatives to the plan including specifically "the possibility of building a new dual track between Dexter and Rockview." Id. at 1.

The Senators' letter asked UP to carefully consider this alternative because of safety problems associated with UP's proposals:

> Numerous local officials and businesses have contacted us over last several weeks to express concern about the proposed exchange of tracks under consideration by the Surface Transportation Board (STB) – Finance Docket NO. 34672 – Union Pacific Railroad Company, Acquisition and Operation, BNSF Railway Company.
>
> We have enclosed several pieces of correspondence we received on this matter and ask that they be taken into consideration during Union Pacific's environmental review by the STB's Section of Environmental Analysis. By no means are these officials opposed to UP expanding or improving operations. Rather, their concern is the impact that 17 to 19 trains will have on schools, nursing homes, first responders and general safety when traveling though populated areas at 45 miles per hour on

> a daily basis. These are legitimate reasons to ask that alternatives be considered before implementing a change which would impact the daily lives of thousands of citizens.

Letter from the Hon. Christopher S. Bond and the Hon. James M. Talent to Mr. James R. Young, UP Chief Executive Officer and President (March 22, 2006) at 1.

(b) Governor Blunt

Missouri Governor Matt Blunt is also very concerned about UP's plan. In a letter to the STB, dated May 10, 2006, Governor Blunt explained his concerns that UP's plan had significant "safety risk[s]" to Siketon residents:

> Union Pacific's request to the Surface Transportation Board (STB) under docket #FC34672 has come to my attention. I have several concerns relating to this request. In a recent visit to Sikeston I toured the area of the tracks that cross over Highway 60 and go through the city of Sikeston. The residents of Sikeston have every reason to be concerned about the proposed influx of new train traffic that would come through their community. Significantly increased rail traffic traveling at high rates of speed presents a safety risk to motorists on Highway 60 and the City of Sikeston. This increased rail traffic through Sikeston, one of the population centers of southeast Missouri, would separate healthcare and first responders from a school, a nursing home and other locations during the time the trains were passing through the city.
> I am also very concerned about the safety of motorists on Highway 60 and the interruption to traffic. Union Pacific's request would significantly increase the rail traffic that crosses

> Highway 60, which is the main east-west highway in southern Missouri. Currently, there is not a grade separation to ease the danger to motorists and obstruction to traffic that would exist if Union Pacific's request was approved. The construction of a grade separation project would take at least one and a half to two years.

Letter from the Hon. Matt Blunt to the Hon. W. Douglas Buttrey (May 10, 2006) at 1.

Based upon these concerns, Governor Blunt asked the STB "to carefully consider the consequences of the Union Pacific's request and look again at the alternative of expanding along the northern track between Rockview and Dexter." Id. at 1. In this regard, it bears emphasizing that, unlike the Sikeston-Dexter Line which is not grade-separated at Highway 60, the existing UP Rockview-Dexter Line is grade-separated where it crosses Highway 60.

(c) Congresswoman JoAnn Emerson

Congresswoman JoAnn Emerson represents Sikeston and surrounding communities in the United States House of Representatives. Congresswoman Emerson strongly opposes UP's plan because of the substantial negative effects the plan would have on Sikeston and surrounding communities.

In a letter to the STB, Congresswoman Emerson observed that UP's proposal would "exponentially increase rail traffic" moving through Sikeston and other surrounding communities. Congresswomen Emerson pointed out the serious safety concerns raised by UP's plan on Sikeston residents:

> Sikeston, Missouri is the largest city in the impacted area with a population of approximately 17,000. It is a regional center, therefore, it accommodates many thousands of people who do not reside within the city limits. The proposal by Union Pacific would drastically increase the amount of train traffic running through the middle of Sikeston, separating a large portion of Sikeston's population from much needed emergency service. There are no above-grade railroad crossings in Sikeston at this time, so the possibility that fire trucks, police vehicles, school buses and emergency medical teams to get to residents who need their services would be greatly hindered by Union Pacific's proposal.

Letter from the Hon. Jo Ann Emerson to the Hon. W. Douglas Buttrey (Jan. 4, 2006) at 1-2.

Congresswoman Emerson also emphasized the obvious safety problems with UP's proposal to cross Highway 60 at grade:

> Highway 60 is the main east-west artery in Southern Missouri. The rail line in question intersects four lanes of Highway 60 at State Highway 114, Highway 60 carries a tremendous amount of traffic, and has been my highest transportation priority since first elected in 1996. Combining state and federal funds, the Missouri Department of Transportation has worked diligently to four-lane Highway 60. The amount of traffic along this corridor has steadily increased and is projected to increase even more, which will bring much needed economic development to the area. A drastic increase in train traffic raises serious safety concerns at this intersection and slows traffic on

> our major transportation artery. Furthermore, the proposed action could deter economic growth along this corridor.

Id. at 1.

Congresswoman Emerson concludes for these and other reasons, that UP's proposal should be rejected by the STB because UP's plan "will have a negative economic impact [on] any constituents and will make their everyday lives more difficult and unsafe." Id. at 2.

C. UP Has a Far Superior Alternative – Double-Tracking the Rockview-Dexter Line

UP does not have to pursue the Rockview-Sikeston-Dexter routing to achieve its stated objective – reducing congestion on the Rockview-Dexter Line. It has a simple alternative: double-tracking the Rockview-Dexter Line.

1. Double-Tracking is Physically Feasible

It is clearly physically feasible for UP to double-track the Dexter-Rockview Line. This line is approximately 40.5 miles long. See Reistrup V.S. at 3. Up to 15 miles of this line are already double-tracked or there are sidings that could easily be converted to double-track. Id. at 6. UP also has acquired 33 additional parcels of land along the right-of-way which can be used for double-tracking. See Marshall V.S. at 22. There are no other physical impediments that would prevent double-tracking.

2. Double-Tracking is Cost Justified

UP asserts in its Petition that it rejected the double-tracking alternative on cost grounds. UP presents no cost studies in support of its cursory cost conclusions.

In fact, UP's conclusions are suspect. The UP's Rockview-Dexter Line is already a high volume line and can be easily double-tracked. See Reistrup V.S. at 9-10. Conversely, UP's proposed Rockview-Sikeston-Dexter routing requires the construction of three new track connections (at Rockview, Sikeston and Dexter); complete rehabilitation of the Sikeston-Dexter Line; and some rehabilitation of the Rockview-Sikeston Line. Use of the Rockview-Sikeston-Dexter route will also require substantially greater safety compliance costs (e.g., grade-separated crossings, new signaled at-grade crossings, etc.), assuming that some level of safety mitigation can adequately protect Sikeston residents (which it cannot). Id. at 7-11.

However, even if the cost for double-tracking is more than the cost of perfecting the Rockview-Sikeston-Dexter routing, these costs do not make the project cost-prohibitive for UP. This is a project UP designed to benefit UP, not the residents of Sikeston. As a result, UP should bear the costs of the project, and UP should not be permitted to reduce those costs by imposing huge new social, economic, and other costs and risks on the residents of Sikeston and surrounding communities. See Marshall V.S. at 20-22.

3. Double-Tracking is a Superior Alternative for All Concerned

Double-tracking the Rockview-Dexter Line is clearly a superior alternative because it will cause no adverse impacts on Sikeston, it will not adversely impact residents along the Rockview-Dexter Line, and it will be operationally superior for UP.

- Impacts on Sikeston. Double-tracking the Rockview-Dexter Line will remove all of the adverse impacts associated with UP's plan to force large numbers of trains through Sikeston and surrounding communities. See Marshall V.S. at 21-22; Thornhill V.S. at Exhibit SGT-2, p. 7.

- Impacts Along the Rockview-Dexter Routing. The Rockview-Dexter Line is located in a sparsely populated rural area. The line is currently used to move substantial numbers of trains on a daily basis. See Reistrup V.S. at 3-4. Double-tracking the line will have no adverse impacts on the safety of current operations. Id. at 5-6; 11. Similarly, double-tracking the Dexter-Rockview Line should cause no new noise related impacts.

- Benefits to UP. UP should be able to operate the Rockview-Dexter Line at significantly higher train speeds than the Rockview-Sikeston-Dexter routing, because the City route requires UP to traverse much heavier populated areas; entails more at-grade crossings;[14] and, as a result, will require UP to operate at slower train speeds.

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[14] The Rockville-Dexter Line has 35 total at-grade highway/rail crossings, whereas the Rockview-Sikeston-Dexter Line has 58 total at-grade highway/rail crossings. See

See Thornhill V.S. at Exhibit SGT-2, pp. 7-8. In addition, the Dexter-Rockview Line is approximately 40.5 miles long. The Rockview-Sikeston-Dexter Line is 46.7 miles long. Thus, the Dexter-Rockview Line is nearly 14% shorter and each train moving over the line would have to move 14% less miles. As a result, mileage-based and time-based operating costs should be reduced – e.g., fuel costs, maintenance costs and possibly crew costs. See Reistrup V.S. at 5-11.

4. A Full EIS Alternatives Review is Needed

A full EIS review will permit the public and the Board to fully explore the option of double-tracking the Rockview-Sikeston Line. UP summarily dismisses this alternative in its Petition. However, the City is confident that a full and fair review of this alternative will demonstrate that it is clearly superior, from an environmental perspective, to UP's proposed Rockview-Dexter-Sikeston routing.

D. This Unique Proceeding is Precedent-Setting

Unlike may prior proceedings before the Board, this proceeding does not involve a request by local communities to block planned train operations or routings that would inhibit competitive options for rail customers;[15] this proceeding does not involve a

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Marshall V.S. at 20-21.

[15] See, e.g., Dakota, Minn. & E. R.R. Corp. Constr. into the Powder River Basin, (STB served Jan. 30, 2002, Dec. 10, 1998, and Feb. 13, 2006).

request by local communities to block key portions of large rail mergers;[16] nor does this proceeding involve a request by a local community to prevent a carrier from achieving its operating objectives in a reasonable fashion.[17]

Instead, this proceeding raises a unique and important question: whether a carrier that has two choices to ease congestion – double-tracking through sparsely populated rural areas or rerouting train traffic through densely populated areas – can unilaterally chose the later option to the substantial detriment of the affected communities forced to bear the huge social, environmental, economic, and safety costs associated with the railroad's unilateral choice. The answer to the question in this proceeding will be precedent-setting and the question should be answered in an appropriate proceeding (i.e., an application proceeding) that includes a full environmental review, i.e., an EIS.

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[16] See, e.g., CSX Corp., Norfolk Southern Corp. -- Control and Operating Leases/Agreements -- Conrail Inc., 3 S.T.B. 196, 358-59 (1998).

[17] See Mayo Foundation v. STB, No. 06-2031 et al., (8th Cir.) STB Brief filed Aug. 7, 2006 at 55-62.

CONCLUSION

For the reasons set forth above, the City of Sikeston respectfully requests that the Board dismiss UP's Petition, or in the alternative, reclassify the Petition as one requiring an EIS.[18]

Respectfully submitted,

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Dated: August 14, 2006

[18] The City will also be pursing discovery from UP. The City reserves the right to supplement this motion, as appropriate, with additional materials obtained in discovery or elsewhere.

CERTIFICATE OF SERVICE

I hereby certify that on this 14th day of August, 2006, I caused a copy of the foregoing Motion to Dismiss, or, in the Alternative, to Re-classify the Scope of the Board's Environmental Review of the City of Sikeston, Missouri to be served by hand delivery on counsel for UP, as follows:

Linda J. Morgan, Esq.
Frederick G. Sandstrom, Esq.
Covington & Burling
1201 Pennsylvania Ave. N.W.
Washington, DC 20004

The foregoing has also been served via overnight mail on counsel for BNSF, as follows:

Richard E. Weicher, Esq.
BNSF Railway Company
547 W. Jackson Blvd., Suite 1509
Chicago, IL 60661

Peter A. Pfohl

BEFORE THE
SURFACE TRANSPORTATION BOARD

Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company	)	Finance Docket No. 34672

VERIFIED STATEMENT
OF
MICHAEL MARSHALL

My name is Michael Marshall and I serve as the elected Mayor of the City of Sikeston, Missouri. Sikeston is located in the southern part of Scott County, Missouri and the northern part of New Madrid County, with a total population of approximately 17,000 residents. I am a lifetime resident of Sikeston and am well-qualified to make this statement on Union Pacific Railroad Company's ("UP's") plan to acquire approximately 24 miles of rail lines of BNSF Railway Company ("BNSF") between Rockview, Missouri and Sikeston, Missouri in the present proceeding.

The purpose of this statement is to (1) describe Sikeston and the region's present business and transportation infrastructure; (2) discuss the UP's proposed plans to acquire the BNSF rail line and operate significant and unprecedented new levels of traffic through Sikeston and neighboring communities and describe the very significant, and irreparable, adverse impacts the transaction as planned will have on Sikeston and the region; and (3) describe reasonable, cost-effective, and common-sense alternative plans and routings that have not yet been examined or discussed, that will fully accommodate UP's planned regional operations, and that need to be fully reviewed by UP with Sikeston and the Board prior to any action being taken on UP's proposal.

A. Background on Sikeston

The City of Sikeston is located in Southeastern, Missouri at approximately the half-way point between St. Louis, Missouri (to the north) and Memphis, Tennessee (to the south), which are each approximately 140 miles away. The City of Miner, Missouri is directly to the East and the Cities of Morehouse, Missouri and Dexter, Missouri are directly to the West. Maps depicting Sikeston and UP and BNSF's rail lines and a regional overview are attached to this statement at Exhibit MM-1.

Sikeston is comprised of a mostly working-class population, with many families and over 4,000 school age children enrolled in Sikeston public and private schools (not including our vocational schools). There are also a substantial number of citizens in Sikeston who live below the poverty line, including many families, children, and seniors. Sikeston and the surrounding area traditionally have been economically tied to agriculture, and the area remains one of the most diverse agricultural regions in the country, sustaining abundant cotton, soybeans, corn, rice, wheat, and other crops. Also, there is substantial business in manufacturing agricultural equipment and supply products, and in providing various agricultural services. However, Sikeston is not just tied to agriculture and it has been able to diversify itself economically over the years, in part because of its central geographic location, its community attributes (including its good schools and its hardworking and dedicated workforce), and its connection with an efficient transportation system.

Sikeston is a regional center for business and services. It is strategically located within 500 miles of 43 percent of the U.S. population. It has access to major highways connecting it with major U.S. markets, has access to freeze-free Mississippi River ports within 25 miles, and has a commercial airport. In terms of highway

connections, Sikeston is located at the intersection of Interstate 55 and Interstate 57 (which at Sikeston turns into U.S. Highway 60). Interstate 55 spans from St. Louis to Memphis and beyond to New Orleans. Interstate 57 connects Sikeston all the way to Chicago. Local industries and businesses depend on the maintenance and uninterrupted flow of these effective transportation links in order to receive and send raw materials and end products, and to effectively conduct their day-to-day businesses. This transportation network provides Sikeston with vital connection points to Memphis, St. Louis, Chicago, New Orleans and the rest of the country.

Sikeston also has rail access to the UP and BNSF lines that are the subject of this proceeding. But that access is not regularly utilized by local industry to any significant degree, as the vast majority of finished goods and raw materials are moved to and from local industry by truck. For example, the Sikeston Board of Municipal Utilities, a City-owned electric utility, operates a 235 megawatt coal-fired power plant that receives approximately one trainload per day of coal over local rail lines. The vast majority of the other railroad traffic on Sikeston rail lines is through traffic, but even that traffic has been fairly modest for many years. That is because UP and BNSF have other advantageous railroad lines and routes in less populated central rail corridors that can best accommodate their high-speed through traffic from and to Memphis, Poplar Bluff, St. Louis, and beyond.

Over the years, Sikeston has worked very hard to adopt and implement economic development programs to retain existing businesses and attract new businesses, to enable us to provide jobs for our citizens, provide for the introduction of new capital investments, and thereby sustain our City. To that end, we have established an enterprise zone, a large industrial park within that zone, and low-tax structures and incentive

programs to attract businesses to Sikeston.

We also have worked very hard to establish a top-notch public educational system consisting of an AAA-rated public school system (the highest certification attainable) and higher education programs. Sikeston's R-6 District consists of a Kindergarden Center, five elementary schools, including one in neighboring Morehouse, Missouri (grades 1-6), the Middle School (grades 6 and 7), a Junior High School (grades 8 and 9), and the Senior High School (grades 10-12). The Sikeston Career and Technology Center is on the same campus as the Senior High School buildings, and provides students with a range of vocational-technical education studies.

The citizens of Sikeston have spent close to $4 million in recent years on education programs designed to provide for an educated workforce and to provide for the greatest educational opportunities for the children of our community. Examples of this include the recent construction and establishment of the Sikeston Area Higher Education Center, a state-of-the-art, 40,000 square foot facility located in our industrial park, which is comprised of 1,550 students and staff. This is a cooperative effort between Southeast Missouri State University, Three Rivers Community College, and Sikeston Public Schools, offering academic classes and industry-specific training programs tailored to our area's businesses needs. Sikeston is also currently engaged in the construction of a $4.5 million new Math and Science Center at the Sikeston Senior High School. We believe that such programs are essential to maintaining and improving the educational system for our citizens.

While Sikeston is a relatively small community by national standards, it remains one of the more substantial communities in Southeast Missouri (the nearest larger City, Cape Girardeau, is over 30 miles away to the North). Sikeston is a regional center

for business, services, and jobs for Southeast Missouri citizens for many miles around. For example, Sikeston has developed and established the Sikeston Business, Education and Technology Park to attract and retain business. This is a large prime commercial site built on approximately 800 acres that lies within the Sikeston Enterprise Zone located off in close proximity to Interstate 55 and Interstate 57 and several miles north of historic downtown Sikeston.

Some of the City's major employers are situated in the Park, employing over 1,000 workers that travel to Sikeston to work every day from throughout the region and engage in highly sought-after skilled jobs. These key City employers include Good Humor-Breyers Ice Cream (owned by Unilever), Atlas Cold Storage, Construction Trailer Specialists, Inc., the Missouri Department of Transportation Regional Headquarters, and the Sikeston Area Higher Education Center.

Also, vitally important health care services for the region are located in Sikeston at and around Missouri Delta Medical Center ("Missouri Delta"). Missouri Delta, in conjunction with other community health care providers, offers over two dozen health services as well as hospitalization services, responding to the various health care needs of the citizens of Southeast Missouri. It also offers essential 24-hour per day emergency room services. The hospital has approximately 200 beds.

Hundreds of health care workers are employed at these Sikeston health care facilities serving many thousands of patients from all around the region, including a relatively large population of senior citizens that have more acute care needs than the general population. These are the only health care programs of their kind within some 35 miles of Sikeston.

Sikeston also has extensive retail businesses, and a historic downtown area with unique shopping, that attract people from all around the region. Additionally, Sikeston seeks-out and attracts tourists from many parts of the country. In this respect, Sikeston hosts annually one of the top five professional outdoor rodeos in the country over a four-day period in August. We strive to be a good neighbor to nearby communities and to provide welcoming hospitality to all our visitors from around the country.

Finally, it should be noted that Sikeston's economic and residential expansion in recent years has been, and is expected to continue to be, along the BNSF's existing right-of-way between Sikeston and Rockview that is the subject of this proceeding. The reason behind this is that the City is situated on a ridge with significant flood plains to the east and west. On this ridge, dense residential, school, and business development directly adjoins the BNSF right of way for several miles north of downtown Sikeston.

Some of the most desirable residential communities, including the Greenbrier and Clearview neighborhoods, abut the BNSF line to the north of downtown Sikeston, as do several elderly care facilities and schools, as well as the Sikeston Business, Education and Technology Park. Additionally, our future plans are to continue residential and business expansion, and growth of community parks and services north from Sikeston along the BNSF line toward Rockview, as the area's topography permits very little opportunity for expansion in other directions that involve the flood plains.

In sum, Sikeston has a diversified economy of agriculture, manufacturing, services, retailing, and tourism. It has a well-educated workforce, good public schools, and a sophisticated and efficiently-linked infrastructure. Sikeston also has a fully involved citizenry, who care about, and continuously seek to provide for, the highest

quality of life possible for the community.

B. UP's Planned Rail Acquisition and Operations are Unacceptable

The City of Sikeston, neighboring communities to the north and east, as well as a number of federal, state, local, and regional (including county) organizations and representatives, are extremely interested in this proceeding. Our collective goal with this transaction is to maintain safe and effective transportation programs in Southeast Missouri, while maximizing the safety of our citizens and minimizing the adverse impacts of railroad operations on our communities.

We have reviewed the UP's Petition filed with the STB on March 11, 2005, and have discussed that plan with UP representatives. We have also discussed with UP the need for additional information on how the plan would change existing local and regional rail operations and affect city programs. Unfortunately, despite our best efforts and repeated questions to UP on its plan, we have very little additional information today than the sparse information provided in UP's petition filed with the STB over 16 months ago. No information has been provided by UP on any reasonable alternatives to that plan. In fact, as discussed below, in public meetings with UP, UP has provided us with some additional information on its planned operations that show that its planned operations will produce significantly more acute impacts on our communities than what UP has stated in its Petition. That is extremely troubling to us.

With respect to the present proceeding, the citizens of Sikeston have charged the City with taking all reasonable steps to avoid the significant safety, environmental, economic, and quality of life impacts that UP's plan would have on Sikeston. Unfortunately, UP's plan clearly fails to meet the needs or concerns of the community from a safety, environmental, economic, and quality of life perspective. At a

minimum, much more analysis and consultation needs to be done, as well as extensive study of feasible alternatives.

As explained below, and in the Verified Statements of Messrs. Thornhill and Reistrup that accompany this statement, there are two rail lines that cross through the heart of Sikeston; BNSF's north-south line from Rockview to Sikeston, and UP's east-west line from Sikeston to Dexter, that are at the heart of this proceeding. Today, a relatively low amount of vehicular and pedestrian delays, and other noise, vibration, and other adverse impacts occur as a result of railroad operations because of the low frequency of train movements over local highway grade crossings, and this has been the case for many years.

To my knowledge, BNSF has alternative routes to its Rockview to Sikeston line over which it moves most of its north-south through traffic, and it has expressed to the City no desire to expand traffic on its Rockview to Sikeston line. Thus, the likelihood of increased BNSF railroad operations through Sikeston has been relatively minimal over the years. That has now changed with the planned UP acquisition and control of BNSF's Rockview to Sikeston line, and UP's plan to increase rail traffic volumes over the line to extremely high levels.

Our citizens, schools, and service industries rely on the safe and uninterrupted flow of highway and local traffic to meet the needs of our community. Sikeston, together with our elected representatives, believe that the City's continued livelihood and success will in large part depend on avoiding the constant rumbling and noise and emission nuisances caused by numerous and unnecessary train movements that would be brought about under UP's plan. By all appearances, that plan could be reasonably and economically accommodated through other means, and specifically,

through UP's double-tracking of the remaining segments of its existing Rockview to Dexter line that are not already double-tracked today.

1. UP's Plan

Through its Petition, UP seeks to acquire the BNSF's 23.7 mile line between Rockview and Sikeston, and institute "directional running" from the north to the south between the two points, and thence over UP's existing line west from Sikeston to Dexter, Missouri. UP's proposed directional running plan is an alternative to UP completely double-tracking its existing rail line between Rockview and Dexter. This line extends through more rural areas and does not traverse Sikeston. A more detailed review of these planned operations, including a schematic of the lines involved, is contained in the accompanying Verified Statement of Paul H. Reistrup. UP's Petition explains that BNSF's Rockview to Sikeston line today carries a total of approximately 5-7 trains per day, and that UP's Sikeston to Dexter line carries only one train per week. According to the Petition, post-transaction those traffic levels are anticipated to dramatically increase to a total of 15-18 trains per day between Rockview and Sikeston, and a total of 10-11 trains per day between Sikeston and Dexter.

Additionally, we have learned that UP's planned operations may include far greater levels of daily train traffic on the acquired BNSF line and UP's Sikeston to Dexter line than what it originally represented to the Board in its Petition. On December 5, 2005, UP's Director of State and Local Government Relations, Chris Peterson, attended a meeting in Sikeston to explain the UP's plans and listen to community views. At that meeting, Mr. Peterson acknowledged that UP could move 20 or more trains per day of additional freight traffic through Sikeston, and in other conversations, UP personnel have informed Sikeston residents that far greater than 20 trains days per day may be moved on

the lines. See Exhibit MM-2 and Exhibit MM-3. Obviously, the possibility of this level of rail traffic is extremely alarming to many Sikeston residents and me, as it means that UP may be moving considerably more traffic through Sikeston than represented in its Petition, with significantly greater impacts. It also raises heightened suspicions about UP's true intentions with respect to its planned operations, and whether there were any other misstatements that UP may have made in its Petition.

2. Impacts of UP's Plan

The proposed UP plan would result in substantial adverse impacts on Sikeston and our neighboring communities. It is clear that under UP's plan, basic government operations and our citizens' safety and quality of life will suffer considerably. UP has thus far failed to provide us or the Board with the detailed information necessary to evaluate the likely impacts of its plans. It has also failed to provide information on reasonable alternatives to effectively mitigate the adverse impacts that its new operations would have on Sikeston and the region. However, based on our initial review of UP's petition, among other things, UP's plan would:

-- create critical safety problems (including heightened risks of human injury and fatality) at local at-grade rail/highway crossings in Sikeston, as well as for residents, pedestrians, and children all along the right-of-way of the involved lines that directly intersect the City of Sikeston (including at schools and at several critical elderly care facilities that are directly adjacent to the involved lines);

-- significantly adversely impact the efficient provision of fire, police, and emergency services;

-- significantly adversely impact area families and persons commuting to/from work and school;

-- significantly adversely impact the ability of local industries and businesses to engage in services and send/receive raw goods and finished products;

-- significantly adversely impact the ability of persons throughout the region to access area businesses, public health services, emergency services, parks,

other public services, etc. at all times of day and night;

-- significantly interfere with local economic development, (including plans to expand business and residential growth to the north) as the maintenance of railroad operations takes precedence over local infrastructure and other improvement projects; and

-- create significant environmental justice impacts as low-income and non-white minority populations in Sikeston would be particularly impacted.

I discuss a few of these specific impacts below:

(a) Pedestrian and Citizen Safety

There are no fences on either of the two rail lines that traverse Sikeston. As mentioned above, directly abutting the lines are well-established Sikeston residential communities, including the Greenbrier, Clearview, and Sunset neighborhoods; several elder care facilities; and the Sikeston Middle School. Our initial estimates show that approximately 3,800 Sikeston residents reside in over 1,100 residences within 1,000 feet of the involved BNSF and UP rail lines through Sikeston – placing an enormous amount of residents in more acute jeopardy from constant nearby train operations. See Exhibit MM-1.

The safety risks associated with the UP's planned escalation in railroad traffic on these substantial populations are enormous and should not be underestimated. Our children and elderly in particular would be put in substantial safety jeopardy as a result of UP's planned operations. For children, these tracks are constant attractive nuisances. The unfortunate reality is that far too many children and adults do not know that railroad tracks are private railroad property, or may be confused about safety impacts, nor do they sufficiently understand the extreme dangers of walking along and across tracks, crawling under stopped trains, or standing or running or biking along-side trains. Also, train crews cannot possibly see or hear pedestrians, nor can they stop trains in time

to allow pedestrians to move out of the way in an attempt to avoid impacts.

For example, at Sikeston Middle School, children engaged in outdoor and school and after-school activities or bicycling across Salcedo Road would be put in almost direct daily contact with UP's train activities. So would children playing in their backyards in the Greenbrier and Clearview neighborhoods and elsewhere in Sikeston. Several children's day care centers are directly along the two lines involved in this proceeding. These include the YMCA Day Care, at 510 Lindenwood (44 children and staff); Rainbow Day Care, at 612 West North Street (65 children and staff); Solace Learning Care Center, 1006 Maude (27 children and staff); and Toyland Day & Night Care, 1015 West Malone (24 hour center with 20 children a shift and 6 total staff).

Pedestrians, seniors, and children in the Sunset neighborhood, in particular, would be significantly impacted. This neighborhood is at the northwest intersection of where BNSF's Rockview to Sikeston line meets UP's Sikeston to Dexter line. This transaction also involves UP acquiring and/or condemning houses in the Sunset neighborhood in order to create a new interchange to connect the two lines. UP's plan would cut-off the Sunset residents from the rest of the city. These Sunset residents will be boxed-in on two sides by the planned operations.

Significant elderly populations also reside close to these lines. For example, located directly to the east of the Rockview to Sikeston line is the Clearview Nursing Center (located on Salcedo Road), which has 138 residents and staff. The Hunter Acres Caring Center, located at North West and Wakefield Streets, has 150 residents and staff. These seniors are often engaged in outdoor activities. Additionally, organized van trips for residents at these two centers cross the line some 16 times per day. These seniors have the most critical health care needs of anyone in Sikeston. The BNSF

line cuts them off from access to the hospital, the City's health care facilities, and emergency response ambulances and services. Additionally, Sikeston seniors diagnosed with Alzeheimer's Disease, or who otherwise have impaired mental health, would be put in particular jeopardy by UP's proposal as they would be put in much more frequent, and unavoidable contact with dangerous freight train operations.

(b) Traffic and Emergency Response Delays

There are five critical at-grade highway/rail crossings within Sikeston's city limits on BNSF's Rockview to Sikeston line, including at West North Street, Wakefield Street, Salcedo Road (State Highway Y), State Highway ZZ, and County Road 468. These are major east to west arteries through our City that connect our residential neighborhoods with our businesses, our schools, and parks, and our health care facilities (which are all located east of the line). Collectively, these roads serve average daily vehicular traffic volumes of well over 10,000, with Salcedo Road alone at over 5,800 average daily vehicles. Increased rail traffic means increased vehicle traffic delays at these crossing for our fire, police, and emergency service responders, added commuter and school bus delays, increased economic costs for our businesses, increased air pollution, and added citizen frustration.

Highway 60 comprises the main, four-lane, East-West traffic highway serving Southern Missouri involving over 12,500 vehicles per-day in both directions. UP's Petition seeks at least a tenfold increase in rail traffic each day moving over this at-grade crossing, at least until such time as a grade-separated bridge crossing can be made. Such planned operations, at a crossing with horrible site-lines for the involved traffic, would make this crossing one of the most dangerous highway/rail crossing in America.

UP's plans would put in grave jeopardy the ability of emergency service

personnel to respond to the acute, life-and-death health care needs of our citizens, as well as the ability of police to respond to emergency calls putting our citizens life at heightened risk. Sikeston has 4 fire and police stations that respond to approximately 25,000 fire and emergency service calls each year. The South Scott County Ambulance District has provides Sikeston with medical EMS services, responding to over 4,500 calls each year. These critical services would be routinely delayed day and night by UP's plans, producing critical public safety and health impacts.

Emergency response delays associated with UP's plan are especially significant for calls made from west of the Rockview to Sikeston line, as the Sikeston Police Station and the South Scott County Ambulance Station are located to the east of that line -- as are two of the three fire stations in Sikeston. Thus, emergency responders would often need to cross the line twice, once to get to the call, and twice to get back across town to the hospital or police station.

An example of the real threat that UP's proposal poses to public safety is described in Exhibit MM-4, which contains a letter from the Scott County Commission describing a very serious public safety incident in Sikeston where a rapid police response was critical to resolving the situation.

(c) Hospital/Health Care Services Impacts

The Missouri Delta Hospital, as well as virtually all of the community's health care providers, are located east of BNSF's Rockview to Sikeston line. Thus, in order to get to the hospital and businesses that provide health care services, citizens residing west of this north to south rail line must cross the line at-grade. Because of the associated at-grade crossing delays, UP's planned operations will significantly impact these persons' ability to access critical health care services, and most importantly, the

hospital and emergency care services.

Missouri Delta opposes UP's plans because of the significant adverse impacts the plans will have on human life and Sikeston's health care providers' ability to serve the Southeast Missouri public. See Exhibit MM-5. Additionally, Missouri Delta reports that 133 of its doctors, nurses, and other staff reside to the west of BNSF's Rockview to Sikeston line and whose commutes to the hospital would be impacted. Also, Sikeston elderly health care facilities oppose UP's plans because of the risk to essential health care services and life that the UP plan presents. See Exhibit MM-6 and Exhibit MM-7. Other essential community outreach facilities oppose UP's plans for similar reasons. See Exhibit MM-8.

(d) School Impacts

Sikeston has thirteen public/private elementary, middle, and high schools, one vocational school, and one parochial school with a total enrollment of over 4,000 children. Because of vehicular traffic congestion problems caused by local rail operations, school bus, faculty, and other school service vehicles would be constantly backed-up. The Sikeston R-6 District employs a fleet of 26 buses and drivers to transport our students to school. A total of almost 262,542 miles are traveled during the year and an average of 2,573 students are transported daily on the 82 established routes that traverse the City. Students are also transported to school events and field trips. Traffic delays caused by UP's planned operations would have tremendous impact on these critical services.

Additionally, the Sikeston Middle School is directly adjacent to BNSF's Rockview to Sikeston line on Lindenwood Drive. The school serves 564 students in grades 6 and 7, employs 60 teachers and administrators, and it is the only middle school

in Sikeston. Sikeston Middle School buses cross the BNSF's Rockview to Sikeston line 48 times a day. In addition to the significant adverse impacts on school buses and families and faculty commuting to/from the Middle School, the UP plan would create significant adverse noise and vibration impacts. I append to this statement (i) a copy of a letter from our Superintendent of Schools (see Exhibit MM-9) and (ii) a letter from the Scott County Central School District Superintendent of Schools (see Exhibit MM-10) verifying these critical impacts.

(e) Business Impacts

Because Sikeston is a regional center for business and commerce, the impacts of UP's plan would be particularly acute. Increased at-grade rail/highway vehicle blockages and delays presented by the plan will significantly adversely impact ability of local industries and businesses to engage in services and send/receive raw goods and finished products. Workers commuting to and from work will be particularly impacted, as will the area's residents seeking access to and from local businesses.

For example, Good Humor-Breyers Ice Cream in the Sikeston Business, Education and Technology Park off Salcedo Road engages in 24-hour per day operations with 520 employees divided into three shifts. Trucks constantly move the raw materials and finished ice cream products to and from the plant. But to get to this plant, and to Interstate 55 or Interstate 57, the involved trucks must cross the at-grade crossing at Salcedo Road. Any blockage by a train of Salcedo road could significantly impact the ability of truck access to or from the plant and the involved over 1,000 workers commuting to or from the Park. The same goes for the other businesses located in the Park and their employees.

I append a letter from Ed Dust, Director of Sikeston's Department of

Economic Development, concerning these adverse impacts. See Exhibit MM-11. Additionally, numerous industry, recreational, housing, and tourism development projects throughout the City would be impeded, delayed, or set aside as unfeasible because of conflicting rail operations.

(f) Disadvantaged Neighborhood Impacts

UP's planned operations would disproportionately impact minority and low-income populations in Sikeston that are virtually unmitigable. As referenced above, the Sunset neighborhood is boxed in on two sides by UP's planned operations. A majority of citizens of neighborhood are minority-black and a substantial percentage of this population lives below the poverty-line. There is a large public housing facility in this neighborhood, and other low-income housing. The residents in the Sunset neighborhood would face similar safety, crossing delay, and other environmental harms as the other communities that reside directly on UP's Rockview-to-Sikeston line north of downtown Sikeston. Also, significant numbers of school children from this neighborhood are bused to school in more distant neighborhoods, on the other side of the Sikeston rail lines, placing them in heightened safety risk from UP's proposed operations.

Additionally, in this neighborhood, UP's plans call for a new connection to be built connecting the Rockview to Sikeston line to the Sikeston to Dexter line. This involves UP acquiring or condemning a dozen or so homes and lots, relocating or abandoning a City Street (North Frisco Street) and moving a city-owned lift station – with UP's plans possibly restricting Sikeston from maintaining the 24-hour per day access to the lift station that it needs.

The Sikeston park that serves this neighborhood is the Roberta Rowe/West-End Park which is heavily utilized by the neighborhood residents for recreation. The park

is situated at the south ends of Alabama Street and Sunset Drive. The park is approximately 8 acres in size, has dedicated recreational facilities, including a lighted softball field, three basketball courts (two lighted), a picnic shelter with picnic tables and grilling equipment, a modular playground unit, a swing set, restrooms, and a quarter-mile walking trail. Roberta Rowe is an extremely popular park for Sunset and other Sikeston area neighbors, families, and seniors, and it serves as a central recreational and meeting spot for the community.

UP's Sikeston to Dexter line cuts through this park, on the southern side. There is no fence or buffer between the train tracks and the park. UP's plan would create significant safety hazards for pedestrians (and particularly children and seniors) attempting to access and utilize the Roberta Rowe park, and create additional noise and vibration problems that would destroy the Sunset neighborhood's use and enjoyment of the park.

(g) Quality of Life Impacts

I am aware of no other initiative that has sparked more citizen concern and controversy in Sikeston in many years. As explained above, UP's plan would have immediate and extensive adverse impacts on Sikeston and our businesses, citizens, and families – with reverberating negative impacts throughout the region. At this time, I am not aware of any public support for the UP's plan from Sikeston citizens or businesses or anyone else in the region. To the contrary, attached to this statement are petitions that have been signed by over 2,250 residents opposing the UP's plan as proposed, and instead, supporting a more reasonable, and environmentally-benign routing plan. See Exhibit MM-12. Sikeston is not against the railroads reasonably conducting their business, but we believe that this is a unique case where the plan UP has proposed fails to

meet the needs or concerns of the community from a safety, environmental, economic, and quality of life perspective.

3. Citizen/Elected Official Opposition

UP's plan has also generated a firestorm of public outrage throughout the region. In addition to the over 2,250 citizens that have signed a petition opposing the plan, the Sikeston City Counsel has passed a detailed resolution opposing UP's Petition. See Exhibit MM-13. Missouri Governor Matt Blunt; Missouri's two United States Senators, Senator Christopher S. Bond and Senator James M. Talent; Sikeston's representative in the United States House of Representatives, Congresswoman JoAnn Emerson; and Missouri State Senator Jason G. Crowell, have each written letters expressing grave concerns or strong opposition to UP's plans. See Exhibit MM-14, Exhibit MM-15, Exhibit MM-16, and Exhibit MM-17. In particular, Governor Blunt and Congresswoman Emerson have stressed the serious and adverse safety and other economic impacts that would result under UP's plan as the result of UP's forced routing of substantial levels of new traffic over the at-grade crossing of Highway 60.

Additionally, this is not a case where one community is pitted against another on who should bear the brunt of increased rail traffic levels. UP's current operations on the Rockview to Sikeston line traverse a sparsely populated region, that is already acquainted with high-volume, high-speed rail traffic. Through its plan, UP is attempting to shift traffic off this line and instead move it through Sikeston. In this respect, the Scott County Commission opposes UP's plan on the ground that the plan would endanger the life of the citizens of the county by shifting UP's rail traffic from less populated, central corridors, to less accommodating lines extending through more densely populated communities including Sikeston, thus putting the region's communities at

increased safety risk. See Exhibit MM-18. The City of Chaffee, Missouri has passed a resolution opposing UP's plans and its residents have organized a petition-drive gathering over 750 signatures opposing UP's plan. See Exhibit MM-12.

In sum, what is clear from all the above is that the adverse impacts from incremental rail traffic planned by UP in and around Sikeston would cause significant environmental, safety, and socio-economic impacts; that this project is highly controversial; that the project should not be permitted to proceed as planned; and that at a very minimum, all reasonable alternatives, must be explored by the STB to the fullest extent possible as part of a full and complete environmental review prior to any action being taken by the Board on UP's Petition.

C. Reasonable Alternatives to UP's Plan

The City of Sikeston strongly believes that the Board needs to take a closer look at how existing rail traffic and future increases can best be accommodated within the existing rail transportation infrastructure in Southeastern Missouri, while causing the minimum amount of community disruption. The UP's plan unfortunately does not do this.

As set forth above, through its Petition, UP seeks to shift much of its current freight rail operations from high-speed lines in sparsely populated areas, that are well-adjusted to high volume train traffic, to lines in more densely populated areas, that are not well-situated to handle such enormous traffic-volume increases. Our initial review of the involved rail lines reveals the following total number of public and private at-grade highway/rail crossings on each of the three involved line:

Railroad Line Segment	Number of at-grade crossings
Rockview to Dexter	35
Rockview to Sikeston	29
Sikeston to Dexter	29

As shown above, the number of at-grade highway/rail crossings on UP's exiting Rockview to Dexter line is almost double that of the two lines that UP plans to operate its traffic under its Petition, over much more densely populated areas with higher vehicular traffic levels.

In addition, as mentioned, one of the most problematic at-grade crossings involved under UP's Petition is at Highway 60 located just west of Morehouse on the Sikeston-to-Dexter line, involving 12,500 average daily vehicles. Also, just a few miles to the west, Highway 60 crosses UP's Rockview to Dexter line north of Dexter. The railroad crossing there, however, has been completely grade-separated, at considerable expense and effort, with a bridge built over the four-lane major highway. Thus, UP's plans would involve shifting traffic that operates over one of the most significant highways in the region, but above-grade, to a line that operates over the same highway a few miles to the east, but at-grade. Such a shift in traffic pattern seems to make little sense from a transportation planning, safety, or environmental perspective.

The citizens of Sikeston believe that is wrong to reroute traffic in the manner UP has proposed. Quite simply, we do not believe that it makes any sense, from a business, operational, safety, environmental, or socio-economic perspective to shift rail traffic to lines in the region where the most critical congestion/safety problems will occur.

There is a readily available, reasonable alternative to UP's planned operations through Sikeston: the double tracking of the remaining segments of UP's existing Rockview to Dexter line that are not already double-tracked. Double tracking of

UP's Rockview to Dexter line would provide for the consolidation of area rail operations into a central, shorter, and less populated rail corridor containing a much smaller number of at-grade rail crossings and involving far fewer daily vehicles crossing rail lines at-grade.

Such an alternative also minimizes the adverse impacts of rail transportation operations on basic governmental operations (e.g., emergency services), citizen safety and quality of life, and business viability and sustainability in Sikeston and the region, while at the same time providing for the implementation of new and improved freight rail operations. Additionally, Sikeston has learned that, in Stoddard County alone, UP has purchased 33 parcels of land along the Rockview to Dexter line, totaling approximately 6.6 miles in length, and covering approximately 37.5 acres. Attached to this statement is a county plat displaying the individual plats where the individual parcels of land have been acquired by UP. See Exhibit MM-19. It appears that this land was obtained by UP to accommodate double tracking of the Rockview to Dexter line.

Finally, we are very concerned about UP's lack of consultation with affected local communities about its intentions, and its refusal thus far to consider or even discuss reasonable alternatives. To my mind, UP's actions and inactions (including its misstatements on the level of rail traffic it intends to move through Sikeston) are indicative of UP's intent to attempt to move forward with its case without the reasonable reporting of accurate information and without reasonable consultation with Sikeston and other affected local communities.[1] That is very unfortunate and should not be permitted.

---

[1] As further discussed in Mr. Reistrup's Verified Statement, UP and/or BNSF have already aggressively proceeded to engage in various and extensive engineering work and upgrades to their existing lines in and around Sikeston without prior Board approval or consultation with Sikeston, even though it is my understanding that UP has utterly failed to advance in any way the required environmental review of its Petition.

Thank you for the opportunity to present my views.

Verification

State of Missouri)
)
) ss:
)
County of Scott)

Michael Marshall, being duly sworn, deposes and says that he has read the foregoing Statement, knows the contents thereof, and that the same are true as stated to the best of his knowledge, information and belief.

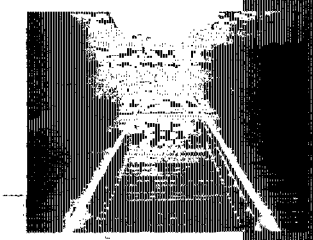
Subscribed and sworn to before me this
9th day of ~~July~~ August 2006:

Rhonda Council
Notary Public in and for the
State of Missouri

RHONDA COUNCIL
Notary Public - Notary Seal
STATE OF MISSOURI
Scott County
Commission # 05407326
My Commission Expires: Jan. 21, 2009

Location

Sikeston is located at the junction of Interstates 55 and 57, 140 miles equidistant between St. Louis and Memphis. US Highway 60 is currently being upgraded to four lanes between Sikeston and Springfield, Missouri.



Air

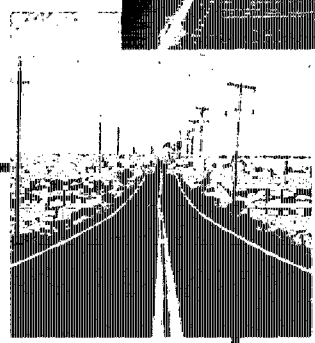
Sikeston Municipal Airport — paved 5,500 foot runway

Nearest commercial and air freight service — 25 miles

River Port

Mississippi River - 365 days freeze-free public ports within 25 miles, north and south

Five days to and eight days from Port of New Orleans



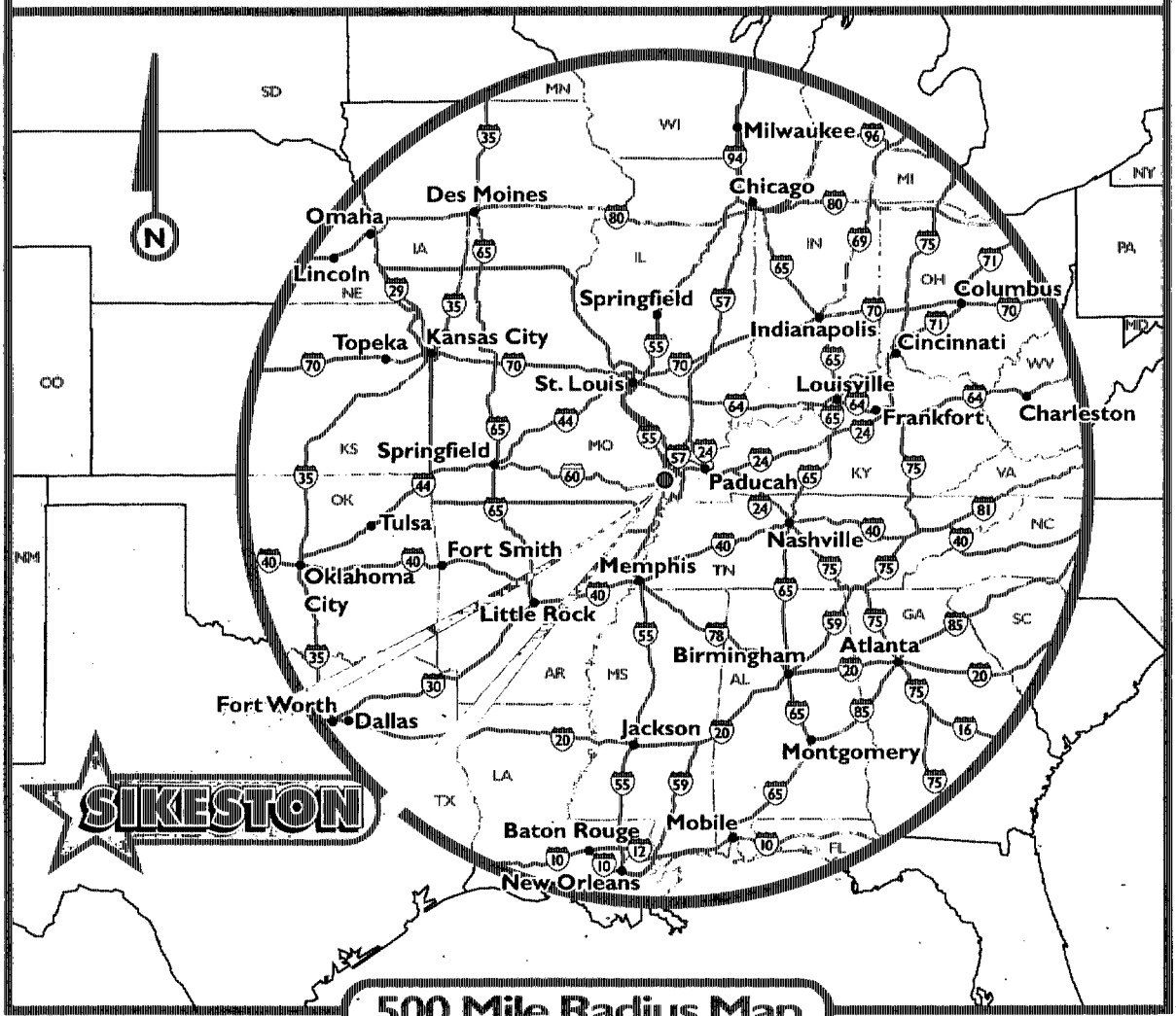
Located within 500 Miles of Sikeston:

43% of the total U.S. population

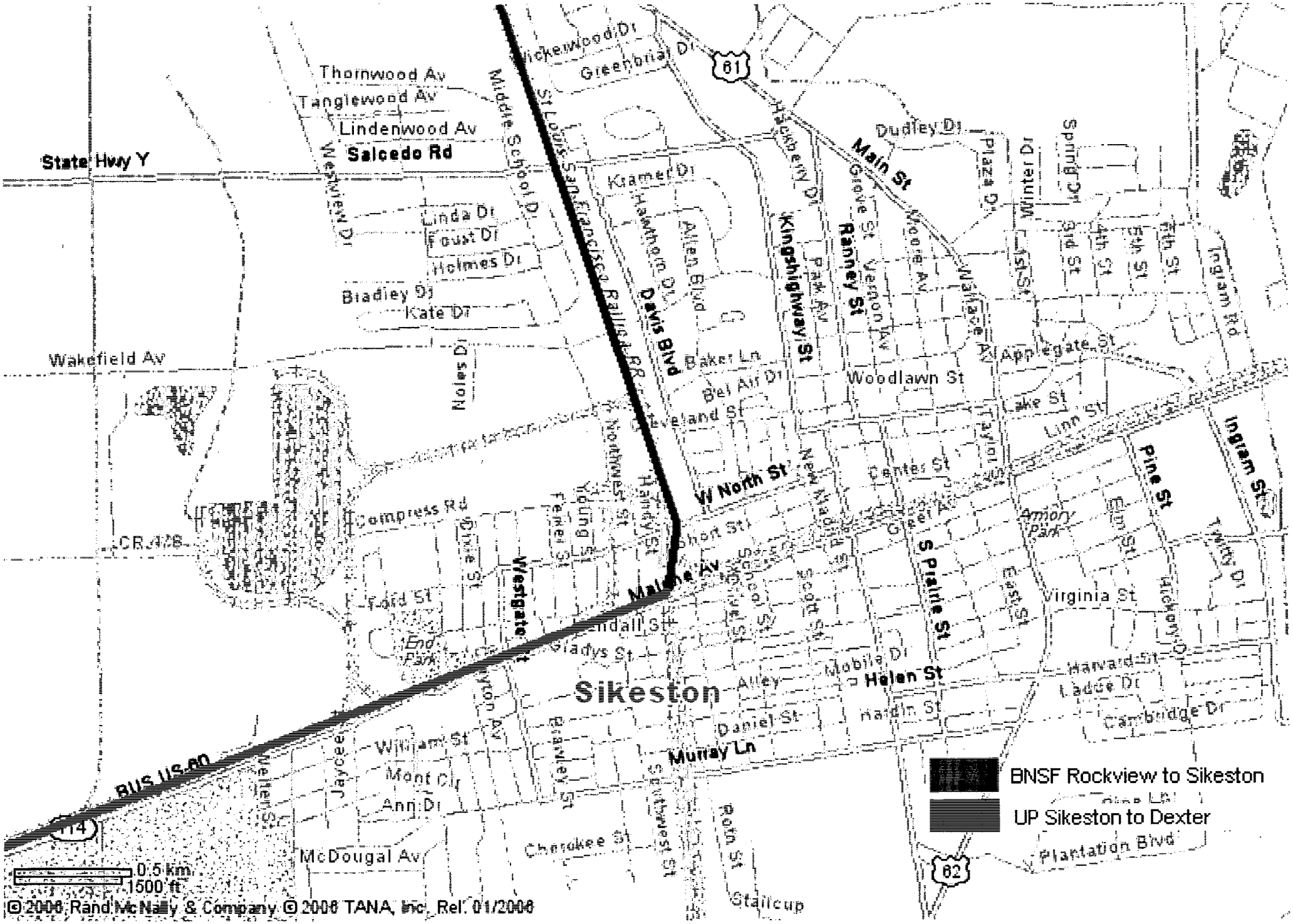
40% of the total U.S. personal income

43% of the total U.S. wholesale trade

42% of the total U.S. manufacturing facilities



500 Mile Radius Map


Sikeston
BNSF Rockview to Sikeston
UP Sikeston to Dexter
State Hwy Y
Salcedo Rd
Wakefield Av
Thornwood Av
Tanglewood Av
Lindenwood Av
Linda Dr
Foust Dr
Holmes Dr
Bradley Dr
Kate Dr
Noles Dr
Compress Rd
CR 428
Malone Ave
W North St
Davis Blvd
Kingshighway St
Ranney St
Main St
Middle School Dr
St Louis-San Francisco Railroad
Greenbriar Dr
Dudley Dr
Plaza Dr
Winter Dr
Spring Ct
Ingram Rd
Woodlawn St
Lake St
Lynn St
Pine St
S Prairie St
Virginia St
Helen St
Murray Ln
Daniel St
Cambridge Dr
Harvard St
Ladue Dr
Plantation Blvd
Stallcup
McDougal Av
Cherokee St
Ann Dr
Mont Dr
William St
Jaycee Dr
Bradley St
Ruth St
Southwest St
Mobile Dr
Alley
Gladys St
Kendall St
Ford St
Young St
Fisher St
Northwest St
Hardy St
Short St
Scott St
Center St
Maple St
Taylor St
Elm St
East St
Hickory Dr
Tarry Dr
Applegate St
Bel Air Dr
Baker Ln
Allen Blvd
Hazelwood Dr
Glenwood Dr
Vernon Ave
Grove St
Park Av
Wilshire Av
4th St
5th St
6th St
1st St
2nd St
Amory Park
Westgate
Wellington St
Jaycee Dr
Bradley St
Ruth St
Southwest St
61
62
114
BUS I/S-60
0.5 km
1500 ft
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CERTIFICATION

STATE OF MISSOURI)
)
COUNTY OF SCOTT)

I, Karen S. Bailey, Deputy City Clerk, within and for the City of Sikeston, Scott County Missouri, do hereby certify that the attached minutes constitute a true and correct copy of the minutes for the city council meeting of December 5, 2005.

IN WITNESS WHEREOF, I have hereunto set my hand and affixed the seal of the City of Sikeston, Missouri, at my office in said City this 24th day of July, 2006.

Karen S. Bailey
KAREN S. BAILEY, DEPUTY CITY CLERK

REGULAR CITY COUNCIL MEETING
DECEMBER 5, 2005

The regular Sikeston City Council meeting of December 5, 2005 was called to order at 5 p.m. in the City Council Chambers, located at 105 East Center, Sikeston. Present at the meeting were Mayor Mike Marshall and Councilmen Jerry Pullen, Sue Rogers, Bill Stokes, David Teachout, and Jim Terrell. Councilman Michael Harris was absent. Staff in attendance were City Manager Doug Friend, City Counselor Chuck Leible, City Clerk Carroll Couch, City Treasurer Karen Bailey, Public Safety Director Drew Juden, Governmental Services Director Linda Lowes, Economic Development Director Ed Dust, Community Redevelopment Coordinator Trey Hardy, Street Superintendent Steve Lee, Parks Director Jiggs Moore, Captain Jim Hailey and Network Administrator Dave Warren.

APPROVAL OF CITY COUNCIL MINUTES

City Council minutes of October 31, November 7, and November 28, 2005 were presented for approval. Councilman Rogers moved to approve the minutes as presented. Councilman Terrell seconded the motion and the following roll call vote was recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

ACCEPTANCE OF BOARD AND COMMISSION MINUTES

Minutes from various board and commission meetings were presented to the City Council. Councilman Rogers moved to approve the minutes as presented. The motion was seconded by Councilman Teachout and voted as follows:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

PUBLIC HEARING

Union Pacific Railroad Proposed Changes to Rockview-Sikeston Line

Councilman Pullen moved to open the public hearing for discussion of the proposed changes by Union Pacific Railroad, to the Rockview-Sikeston line. Councilman Rodgers seconded the motion and the following roll call vote was recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

Chris Peterson, Director of State and Local Government Relations for Union Pacific (UP), presented the proposal of obtaining the railroad track from Rockview to Sikeston from Burlington Northern Santa Fe (BNSF) and utilizing the track to run trains south through Sikeston. Currently four to six trains travel from Rockview to Sikeston daily, BNSF has one coal train and an occasional train runs to a plant on the east side of Sikeston. The current traffic of five to seven trains per day would then increase to between fifteen and eighteen.

UP's proposal would require the construction of a spur. The spur would necessitate a conveyance of property from the City to UP. It would also include closing and/or relocation of certain streets.

Mr. Peterson stressed the fact that UP is committed to safety. As part of the proposal, fourteen million dollars on safety features would be expended of which about 2.5 million would be in Sikeston. The source of the funds was not disclosed.

Public Safety Director Juden expressed concern for blocked access to the west side of Sikeston for prolonged periods. In addition, he presented a power point demonstration

of the impact of a hazardous chemical spill, should an accident occur in or near Sikeston. He pointed out that the train cars described by the railroad company as empty were not actually clean and might have a residual of five percent in them. But additionally, UP admitted that some cars would contain hazardous chemicals.

Mr. Peterson offered to send someone from the City to a special school for responding to railroad accidents.

Harvey Cooper, Executive Director of the Community Sheltered Workshop advised his business was located adjacent to the railroad. He was apprehensive about the possibility of one of his mentally handicapped employees walking away from the workshop and the danger that increased train traffic would present. He was also concerned about the need for emergency medical response not only to his location but to the three nursing homes in his immediate area. He pointed out there was a big difference in a train coming through every four to six hours compared to every hour and a half.

John Mobley, Senior Vice President of Missouri Delta Medical Center, indicated that although the railroad might be concerned with safety and willing to upgrade crossings, the city would be in greater danger because of the increased traffic.

Councilman Pullen inquired what benefit was there to the City of Sikeston, other than the railroad crossing improvement. Mr. Peterson did not have a response other than to say the railroad was very concerned about safety.

Joy Cauthorn, Safety and Disaster Preparedness Nurse for Missouri Delta Medical Center and Chief of the Scott County Ambulance Board, expressed concern for additional training needed for hospital staff and emergency responders.

Donald Freeman, a resident of the western side of Sikeston inquired what was in it for his community. Mr. Peterson failed to list any benefits.

Scott Moore, Human Resource Manager for Good Humor, reported he had 450 employees crossing the railroad tracks every day. Concerns for traffic delays and the impact upon Good Humor were expressed.

Steve Borgsmiller, Sikeston School Superintendent, talked about traffic issues and the potential danger to the schools in the immediate vicinity.

Wendell Sanders said that he lived near the tracks and he was concerned the additional train traffic would decrease the value of his home. Mr. Peterson replied that the Union Pacific discouraged people building on property near the railroad.

Mr. Peterson would not deny that it may be UP's ultimate goal to re-route all southbound trains from Rockview through Sikeston which would then increase daily train traffic from 4-6 trains to 26-28 trains per day.

Throughout all of the above concerns being stated, the response from Mr. Peterson was that Union Pacific was very concerned with safety.

Councilman Teachout moved to adjourn the public hearing. The motion was seconded by Councilman Rogers and the following roll call vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

ITEMS OF BUSINESS

Bill Number 5656, Calling for General Election

Councilman Rogers moved for the first reading of Bill Number 5656. The motion was seconded by Councilman Teachout and the following vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

Counselor Leible presented Bill 5656 for reading. This bill as approved shall become Ordinance Number 5656, calling for a general election in the City of Sikeston, Missouri, on Tuesday, April 4, 2006, for the purpose of electing candidates for the position of Councilman for Ward 2, Ward 3, and Mayor.

City Clerk Carroll Couch explained that this ordinance met the state statute requirements of calling for the general election.

Bill Number 5657, Amending City Code 9.16, Alcoholic Beverages

Councilman Stokes moved for the first reading of Bill Number 5657. The motion was seconded by Councilman Teachout and the following vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

Counselor Leible presented Bill Number 5657 for reading. This bill as approved as an emergency measure shall become Ordinance Number 5657 establishing and clarifying certain conduct of holders of Consumption of Liquor licenses.

Counselor Leible advised Ordinance 5657, if approved, would establish and clarify the hours when holders of liquor licenses shall be closed. The bill contains an emergency measure making it effective immediately.

Donald Freeman, owner of the Jazzy Blues Club, stated he was opposed to the bill.

Coletia Dorsey, patron of the Jazzy Blues Club, was also opposed to the requirement to close at 1:30 a.m.

Councilman Rogers moved for the second reading of Bill Number 5657. The motion was seconded by Councilman Teachout and the following vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

Counselor Leible presented the bill for reading.

BILL NUMBER 5657 ORDINANCE NUMBER 5657

THIS BILL AS APPROVED AS AN EMERGENCY MEASURE SHALL BECOME ORDINANCE NUMBER 5657 ESTABLISHING AND CLARIFYING CERTAIN CONDUCT OF HOLDERS OF CONSUMPTION OF LIQUOR LICENSES.

WHEREAS, the City of Sikeston has determined that the safety and well being of its citizens requires additional regulations of premises that are licensed for consumption of liquor and that due to the upcoming holiday season, it is necessary and reasonable that the implementation be made as soon as possible.

NOW THEREFORE BE IT ORDAINED BY THE CITY COUNCIL OF THE CITY OF SIKESTON, MISSOURI, AS FOLLOWS:

SECTION I: This ordinance shall be codified in the City Municipal Code.

SECTION II: Chapter 9.16 Alcoholic Beverages is amended by adding Section 916.360.

SECTION III: Section 9.16.360 shall read as follows:

"If any person has a consumption of liquor license, his premises shall be and remain a closed place between the hours of 1:30 a.m. and 6:00 a.m. on weekdays and between the hours of 1:30 a.m. Sunday and 6:00 a.m. Monday. A "closed place" is defined to mean a place where all doors are locked and where no patrons are in the place or about the premises."

SECTION IV: General Repealer Section. Any ordinance or parts thereof inconsistent herewith are hereby repealed.

SECTION V: Severability. Should any part or parts of this Ordinance be found or held to be invalid by any court of competent jurisdiction, then the remaining part or parts shall be severable and shall continue in full force and effect.

SECTION VI: Record of Passage:

A. Bill Number 5657 was introduced and read the first time this 5th day of December, 2005.

B. Bill Number 5657 was read the second time and discussed on this 5th day of December, 2005. Councilman Stokes moved to approve Bill Number 5657. The motion was seconded by Councilman Teachout and the following roll call vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed,
and becoming Ordinance 5657.

C. Ordinance 5657 shall be in full force and effect from and after December 5, 2005.

Resolution 05-12-05, Support for the Historic Midtown Redevelopment Group

The Historic Midtown Redevelopment Group is an organization of interested citizens, merchants and property owners seeking to revitalize downtown Sikeston. To proceed with their plans, the group is seeking 501©3 recognition from the Internal Revenue Service. Resolution 05-12-01 acknowledges the City's support of this organization.

Counselor Leible presented the resolution.

RESOLUTION 05-12-01

A RESOLUTION OF THE CITY OF SIKESTON, MISSOURI SUPPORTING THE HISTORIC MIDTOWN DEVELOPMENT GROUP AND ITS EFFORTS TO REVITALIZE SIKESTON'S DOWNTOWN DISTRICT.

WHEREAS: the Historic Midtown Development Group has been organized by interested citizens, property owners and merchants of Sikeston's downtown district; and

WHEREAS: the Historic Midtown Development Group seeks to revitalize Sikeston's historic downtown district by providing support to existing businesses, and bringing new retail, professional, food and entertainment establishments to Downtown Sikeston; and

WHEREAS: the Historic Midtown Development Group though its partnership with the City of Sikeston, Sikeston Board of Municipal Utilities, and Land Clearance Redevelopment Authority seeks to remove existing blight and increase the economic viability of Downtown Sikeston.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Sikeston, Missouri, that it desires to participate with the Historic Midtown Redevelopment Group in these efforts.

Read this 5th day of December, 2005, Councilman Terrell moved to approve Resolution 05-12-01. The motion was seconded by Councilman Rogers, discussed and voted upon as follows:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

Authorization to Execute Lease of Essex Building by Cott Industries

Councilmen Rogers moved to table action on the lease of the Essex building to Cott Industries, until the next meeting scheduled for December 19, 2005. The motion was seconded by Councilman Teachout and the following vote recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

ADJOURNMENT

There being no further business before the City Council, Councilman Rogers moved to adjourn. The motion was seconded by Councilman Teachout and the following roll call vote was recorded:

Pullen Aye, Rogers Aye, Stokes Aye, Teachout Aye,
Terrell Aye, and Marshall Aye, thereby being passed.

APPROVED:

MICHAEL G. MARSHALL, MAYOR

ATTEST:

CARROLL L. COUCH, CITY CLERK

SEAL:

Standard Democrat

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Buyer's Guide New!
Stock Market New!
Entertainment
Events
General Information
Quick Sort
Archives
E-mail us!
Community Photo Gallery New!
Crossword Puzzle Fun!
Ads On Line

City questions train increase

12/06/05

Scott Welton



Chris Peterson, director of government affairs of the Uniot Pacific Railroad, addresses the Council.

SIKESTON — When it comes to Union Pacific's planned changes for rail traffic through Sikeston, the community wants to know "What's in it for us?"

Questions and concerns from residents, school officials, hospital personnel and business owners in addition to city officials were presented at a public hearing held during the regular Sikeston City Council meeting Monday. "We have a great deal of concern about safety, about quality of life," said Mayor Mike Marshall.

"In what ways would it benefit us other than the crossings?" asked Councilman Jerry Pullen.

Councilman Bill Stokes said he has already received many calls about the proposed increase in train traffic. "People in the city aren't in favor of this," he said.

In his opening remarks, Chris Peterson, director of government affairs for the Union Pacific Railroad, said he and the other half-dozen other railroad officials attended the hearing "so we can answer those questions with facts about our project."

Peterson said safety is a priority for his railroad, but the motivation for this project is Union Pacific's "need to improve efficiency in our rail network."

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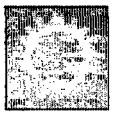
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Local Poll
Do you oppose the proposed increase in train traffic through Sikeston
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No
No opinion
Vote

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He again explained how Union Pacific is seeking to acquire the Burlington Northern Santa Fe tracks that run between Sikeston and Rockview to reroute about 10 or 11 southbound trains so the Dexter-Rockview line can run more northbound trains.

This directional running plan has obvious efficiency benefits for Union Pacific. What possible benefit there is for Sikeston was less clear.

Union Pacific filed a request with the Surface Transportation Board in March for authorization to increase train traffic along the Rockview-Sikeston line, according to Peterson. He said as it typically takes a year for the STB to respond, "we anticipate hearing from the STB by the end of March."

According to a letter sent to the city Nov. 30 which Peterson read from during the hearing, UP is asking the city to close street sections and relocate a sewer lift station so the railroad can build a curve connecting the north-south BNSF line with the east-west UP line.

Peterson said the railroad is offering to upgrade the city's crossings to "state of the art" and make the area eligible to be a "quiet zone" in which trains don't sound horns.

A total of $14 million in safety improvements at crossings is planned of which $2.5 million would be in Sikeston.

At the city's request, the UP is also offering to connect the city to their signal controls for crossing devices so Department of Public Safety dispatchers will know when crossing gates are going down.

DPS Director Drew Juden said anytime a 200-percent increase in train traffic is being discussed, "it causes us great concern in public safety."

Trains between 6,000 and 8,000 feet long will mean several crossings will be blocked at the same time, Juden said, but his main concern is with the number of train cars carrying hazardous materials. "That number goes up 200 percent, also," he said.

Any train derailment, with a spill or not, "is going to be a significant event," according to Juden. "In our business, unfortunately, we have to look at worst- case scenarios and work from there." All things considered, "we just as soon the trains be routed on another route," he said.

Juden said as Sikeston has the highest population base along the tracks involved in the project, "the majority of the money should be spent here."

DPS will need to prepare its officers to respond to a hazmat situation - and that means time and training, according to Juden. "It's going to be an impact on the budget," he said. Juden said he

hopes the railroad has a 100-percent safety record, "but if it doesn't happen, we're going to be the ones dealing with it."

"From our perspective, one accident is too many," Peterson assured, but he added that accidents do happen regardless of preparation. He also related statistics showing rail as the safest method of transporting hazardous materials. Trucks are an alternative, "but rail is 16 times safer than trucks," Peterson said.

Peterson said trains southbound through Sikeston would mostly be empties. Juden noted, however, that "an empty train car is not like an empty glass" and may still contain 5-8 percent of their load.

Peterson also discussed the railroad's safety education and training programs.

"You emphasized greatly safety and you also mention efficiency," said John Mobley, senior vice president for Missouri Delta Medical Center. "Did you sacrifice safety for efficiency?"

Peterson said while more trains means more risk, "I think you'll be more safe because of the crossing improvements."

Addressing concerns about blocked crossings, Peterson said a 8,000-foot long train going about 35 miles per hour only takes 3-4 minutes at a crossing and Sikeston won't have the problems Dexter has. "The crew change point at Dexter can cause some blockages," he said. "This is going to be through traffic."

At the worst, trains may only block a crossing for 10 minutes in Missouri, according to Peterson.

City Counselor Chuck Leible said it makes economic sense to route all their trains south. Peterson said he had no knowledge of plans to route any more than the 10-11 trains proposed but admitted that no further authorization from the STB would be required to do so once they are approved for an increase.

Responding to a question from Steve Borgsmiller, superintendent of Sikeston Public Schools, a UP official confirmed that under certain circumstances the railroad can impose eminent domain against the city.

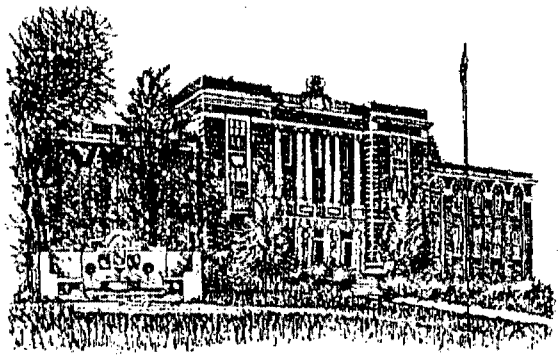
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MEMBERS COUNTY COMMISSION

MARTIN PRIGGEL
PRESIDING COMMISSIONER

DENNIS ZIEGENHORN
FIRST DISTRICT COMMISSIONER

JAMIE BURGER
SECOND DISTRICT COMMISSIONER



PHONE: 573-545-3549
PHONE: 573-471-9447
FAX: 573-545-3540

SCOTT COUNTY COMMISSION

P.O. Box 188 • Benton, Missouri 63736

Tuesday, June 21, 2005

Doug Friend, City, Manager
City of Sikeston
105 East Center Street
Sikeston, Missouri 63801

Dear Mr. Friend:

On March 14, 2005, Union Pacific Railroad filed an application with the Surface Transportation Board requesting a track exchange with Burlington Northern Railroad. The exchange will reroute train traffic currently passing through Stoddard County onto railways in Scott County increasing traffic from the current level of 10 per day to 22 or more trains per pay. As members of the Scott County commission, our concerns are for the health and safety of the county's residents.

The proposed track switch will more than double train traffic at six state highway crossing, eleven county road crossings, and will cross numerous city streets. This increased volume and speed poses an unnecessary risk to the motorists and pedestrian of our county who are unaccustomed to high volume train traffic. Additionally, the increased traffic posses a risk to our residents by increasing response time of emergency services in the county. In validation of this concern, we offer the following example. On Sunday, June 5, 2005, a public safety officer form the Sikeston Department of Public Safety was dispatched to the west side of the city to investigate an altercation. He was overwhelmed by a mob of 80 people and was pelted with rocks and bottles. After requesting backup, he was informed that support would be delayed due to train traffic which had isolated the west end of the city. Train traffic is at an increased level on that route as part of a temporary agreement. When backup arrived, 60 officers were needed to restore order. We feel the increased traffic has and will endanger our citizens by lengthening response time for emergency workers. Vital routes will be more frequently severed, isolating nursing homes and schools from ambulance, law enforcement, and fire services.

Our opinion remains that the Union Pacific track exchange will unnecessarily endanger the citizens of Scott County by moving traffic from routes designed and accustomed to high volume train traffic to routes unprepared and unacquainted with the dangers of high volume and higher speed train traffic.

DENNIS ZIEGENHORN
1st District Commissioner

MARTIN PRIGGEL
Presiding Commissioner

JAMIE BURGER
2nd District Commissioner

Standard - Democrat

06/15/05

Nine Residents Given Jail Time After Disturbance Last Week.

SIKESTON — Nine local residents were sentenced to jail after a large disturbance on the 1000 block of Ruth Street last week.

Judge Franklin Marshall sentenced the men and women who were either involved in the incident or were arrested as a result of the disturbance on June 5.

The disturbance began at approximately 9:30 p.m. when an altercation began, leading to an officer with the Sikeston Department of Public Safety being dispatched. Upon the officer's arrival, he was pelted by bottles and bricks from a large gathering of about 80 people.

The officer immediately called for back-up, however additional officers were held up by a southbound train. With backup stalled, the officer was advised to vacate the area. When the supervisor and additional officers arrived a short time later they were also pelted by bottles and bricks. At that point, an all- call was issued for DPS personnel. Approximately 60 officers responded to the disturbance and arrests were made.

"Nine Residents Given Jail Time After Disturbance Last Week."
Standard-Democrat 15 June 2005, sec. A: 1.

Missouri Delta Medical Center

February 6, 2006

RECEIVED
FEB 07 2006

Mr. Doug Friend
City Manager
105 East Center
Sikeston, MO 63801

Dear Mr. Friend:

I would like to express the concerns of Missouri Delta Medical Center on the proposed increase in train traffic through the City of Sikeston. All of the healthcare resources in the City of Sikeston are on the east side of the track. During periods when the trains block the east-west roads, the residents who live west of the tracks have no health care readily available. This is a serious situation.

When a health crisis occurs, the time required to access care is critical. In the case of a heart attack, stroke, or major trauma, four or five minutes can mean the difference between life and death. The wait required for a train to pass can seriously impact care. It does not seem to be reasonable to block, on a daily basis, a large portion of the residents of Sikeston from emergency health care services.

We feel that the additional train traffic will have a very negative impact on the healthcare of the residents of Sikeston. It is just a matter of time until a critical situation arises as a result of this new traffic.

Missouri Delta Medical Center is opposed to this increase in train traffic and would like to offer its support to the city's efforts. We would be willing to participate in any way we can. Please do not hesitate to contact us.

Sincerely,

Missouri Delta Medical Center

Charles Ancell
President

1008 North Main
Sikeston, Missouri 63801-5099
(573) 471-1600
Fax: (573) 472-7606

PO Box 1559
1220 North Main
Sikeston, MO 63801
573.481.9625
573.481.9637 • Fax

"We've Dedicated Our Lives to Yours"

Health Systems, Inc.

PO Box 390
101 South Oak
Eldon, MO 65026
573.392.0316
Fax • 573.392.0325

February 2, 2006

RECEIVED
FEB 0 6 2006

Senator Kit Bond
Federal Building, Room 140
339 Broadway
Cape Girardeau, Missouri 63701

RE: Union Pacific proposal to re-route additional trains though Sikeston, Missouri

Dear Senator,

As an operator of a skilled nursing facility in Sikeston, Missouri (Clearview Nursing Center), it has been brought to our attention that Union Pacific Railroad (UPRR) has submitted a proposal to re-route additional trains through Sikeston, Missouri. The proposal involves constructing a connection between the Union Pacific/Burlington Northern Santa Fe (BNSF) track crossing in order allow south bound BNSF trains to turn west onto the UPRR track. The north/south tracks of BNSF run directly beside our nursing facility.

Currently BNSF only runs two (2) trains weekly on the north/south line. However, the proposal would immediately increase the train traffic on this line to twenty (20) per day with the potential for unlimited train traffic. This is of grave concern to our facility as it would negatively impact our resident lives due to the increase noise. The proposal presented no specifics as to the abatement of the noise.

Of even greater concern is that the significant increase in the number of trains would have a negative impact on the response times of the emergency vehicles that visit our facility. The increased train traffic could/would decrease the response time of an emergency medical vehicle in the event of a medical emergency at our facility, which would mean a delay in our residents receiving emergency medical attention.

Thank you for the opportunity to express our opinions in this matter. If you have any questions, please call Tom Hudspeth at 573-392-0316.

Sincerely,

James Lincoln

James C. Lincoln
President, Clearview Nursing Center

cc: Michael G. Marshall, Mayor
105 East Center Street
Sikeston, Missouri 63801

Hunter Acres Caring Center
628 North West Street
Sikeston, MO 63801
573-471-7130
Fax 573-471-4234

January 18, 2006

RECEIVED

JAN 19 2006

Senator Kit Bond
Federal Building, Room 140
339 Broadway
Cape Girardeau, MO 63701

Dear Senator Bond:

This letter is being sent to you for the purpose of enlisting your assistance in helping to have the Union Pacific Railroad to abandon its plan to develop a new spur which will allow westward movement of trains entering Sikeston from the north on BNSF tracks. Based on the information that has been provided by the railroad, it is their intent to upon completion, increase train traffic by as much as 20 to 25 trains per day. This increase in traffic will have potential of a significant impact on our health care facility in which almost 100 frail and elderly reside. The facility is located west of the north-south rail line which will be bringing the trains into town. Our referral hospital is located east of the rail line and in addition, all emergency medical transportation services are also on the east side of railroad track.

With this as a practical reality, we can envision needing to make emergency referrals which could be significantly impeded by the need for the trains to slow and possibly stop while opening the spur to allow the train to proceed west. This action, because normal trains are approximately a mile long, will preclude access to the facility because all intersections north of the spur will be blocked as the trains move through. With the fact that as many as 25 more trains a day will traverse through the city, this has the potential to greatly impact individuals in need of acute referrals. The railroad has track already available in Northern Scott County which they could use for the additional traffic with all of it being located in sparsely populated rural areas. Your intervention with the Federal Surface Transportation Safety Board to help convince the railroad that another alternative could be better for them to pursue will be greatly appreciated.

I am along with this letter enclosing attachments which visually shows what the Union Pacific is attempting to do. I will also outline the location of important health care facilities that will be impacted.

We thank you in advance for your help in addressing this significant problem.

Sincerely,

William C. Mitchell
Vice President, Operations & Licensure

Enclosure

WCM/js

Cc: Mayor Mike Marshall
State Representative Peter Meyers

C S W

Community Sheltered Workshop, Inc.

BOX 586 515 N. WEST ST. (314) 472-0583 SIKESTON, MO. 63801

RECEIVED

FEB 13 2006

February 9,2006

Senator Kit Bond
Federal Building, Room 140
339 Broadway
Cape Girardeau, MO. 63701

Dear Senator Bond,

My name is Harvey Cooper. I am the Executive Director of Community Sheltered Workshop Inc. And at present we employ One Hundred Forty Developmentally Disabled individuals in our plant. We transport all of these people to and from their homes each day, which requires having to cross this particular set of tracks. I have fifteen busses that are involved in this operation. Due to the disabilities of our workers we also have to get them to and from the doctor visits as well as emergency trips if accidents occur during the day. Picture if you will a few situations that not only could occur but also in most cases will, if given enough time. Community Sheltered Workshop is a shop that is heavy into woodworking and along with that comes the possibility of cutting accidents. I would hate to have that happen and find that the tracks were blocked, keeping us from medical attention for our people. Seizure disorders, which do happen requiring that the driver return to the shop for assistance. This situation could be on either side of the tracks.

I have been in the Dexter area during train hold over those lasted hours with the tracks blocked. We simply cannot have that happen here. There are far too many people including schools, nursing homes, workshop, and residents that would be greatly impacted with these changes.

There is also the possibility of chemical spills, which mandated the emergency personnel be trained and that the hospital also be set up with costly equipment to handle such things. These are extremely high dollar items that are the responsibility of our local government. It appears to me that there is no positive side to these changes and an awful lot of negatives.

This letter is being sent to request your assistance in regard to the proposed changes in the train traffic in the Sikeston Mo. Area. Please lend your voice to the concerns that we all have. Your thoughts and assistance is greatly appreciated.

Sincerely

Harvey L. Cooper
Executive Director
Community Sheltered Workshop Inc.
Sikeston Mo.

SIKESTON R-6

COPY

January 3, 2006

SENT VIA FACSIMILE 573-634-6005

Senator Christopher S. Bond
308 East High Street
Suite 202
Jefferson City, MO 65101-3237

RE: Union Pacific Railroad Proposed Track Changes in Sikeston, Missouri

Dear Senator Bond:

I recently received information regarding the proposal of Union Pacific Railroad to re-route additional trains through Sikeston, Missouri. It is my understanding from the public hearings conducted by the City of Sikeston and my review of the information that Union Pacific intends to increase train traffic from approximately two (2) trains per week to an unspecified and unlimited number. The Fall 2005 *Route 60 Journeys* pamphlet published by MoDOT suggests an increase to up to 20 trains per day. A Union Pacific representative has advised that once the proposal was approved, the train traffic would be limitless.

The Sikeston R-6 School District provides a quality education to approximately 3,800 students, has ten (10) separate facilities throughout the local community, and is the third largest employer in the city. Union Pacific's proposal to take land and increase train traffic, if approved, would have a detrimental effect on the District. The Middle School, an attendance center for grades six and seven located at 510 Lindenwood, lies directly in the path of the "re-routing" and would be most adversely impacted. This plan would also sever the major east-west arteries running through Sikeston and the surrounding areas causing a disruption in our services, seriously hampering our ability to provide bus services to students throughout the district. It would also impede a parent's ability to transport a student to school and would disrupt the work schedule of our employees.

The proposal poses serious health and safety problems to the citizens of Sikeston. It offers no plan for uninterrupted basic emergency services. A Union Pacific spokesman stated at a public hearing on December 5, 2005, that the proposal could not benefit the Sikeston community in any way.

We strongly oppose Union Pacific's proposal to increase train traffic and request your assistance in stopping this plan.

Respectfully,

Stephen J. Borgsmiller, Superintendent
Sikeston R-6 Schools

SJB/kmb

OFFICE OF THE SUPERINTENDENT
1002 Virginia Street • Sikeston, Missouri 63801
573-472-2581 (FAX) 573-472-2584

TELEPHONES
SCOTT CENTRAL HIGH SCHOOL
LENNIES MCFERREN, PRINCIPAL
(573) 471-2001
fax (573) 471-2004
SCOTT CENTRAL ELEMENTARY SCHOOL
TIM THOMPSON, PRINCIPAL
(573) 471-3511
fax (573) 471-3515

SCOTT COUNTY CENTRAL
Dr. Joel B. Holland, Superintendent
email: jholland@scottcentral.k12.mo.us
20794 US Hwy. 61 - Sikeston, Missouri 63801-7260
Phone (573) 471-2686 - Fax (573) 471-2029
SCHOOL DISTRICT

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ERIC KESLER

July 26, 2006

Mr. W. Douglas Buttrey, Chairman
Surface Transportation Board
1925 K Street NW
Washington, D.C. 20423

RE: Docket #34672

Dear Chairman Buttrey:

I would like to express my concerns on Union Pacific's proposal to increase train traffic through Sikeston, Missouri and the surrounding communities. According to newspaper articles, Union Pacific has filed a petition with your office, the Surface Transportation Board, to acquire 23.7 miles of track between Rockview and Sikeston. Union Pacific officials have indicated that once this petition is approved, they could increase train traffic by 10 or 11 trains per day.

As superintendent of the Scott County Central School district, my concern is not only for myself but for the students in this district. This proposal would have a great impact in our ability to provide bus services to our students and it would also affect parent's who transport their children to and from school as well as the employees of our school system. With this in mind, I do not see this proposal as having a positive benefit to us.

I oppose Union Pacific's petition to increase their train traffic and offer my support in the City of Sikeston's effort to keep this out of our community.

Sincerely,

Joel B. Holland

Dr. Joel B. Holland, Superintendent
Scott County Central School District

Sikeston

DEPARTMENT OF ECONOMIC DEVELOPMENT

July 28, 2006

Mr. W. Douglas Buttrey, Chairman
Surface Transportation Board
1925 K St. N.W.
Washington DC 20423-0001

Re: Docket #34672

Dear Mr. Buttrey:

I am writing this letter on behalf of the plant managers of the three industries in the Sikeston Education, Business and Technology Park in Sikeston, Missouri. Their facilities are located on the West side of the BNSF railroad. These industries employ over 1000 people with a great majority traversing the railroad crossing on a daily basis to and from work. Their safety and welfare are of great concern to these plant mangers. Kelly Harms, plant manager for Unilever, is very concerned because his employees have trouble now with the amount of railroad traffic. Any increase of railroad traffic will only add to the problem. CTS Trailers and Atlas Cold Storage run numerous 18 wheelers a day over the crossing on Highway ZZ.

The increase of railroad traffic would have a tremendous impact on the ability to respond to any emergency situation that might occur in the Sikeston Industrial Park. We are also in the process of building a 100m gallon Ethanol Plant on the west side of the Railroad that could be affected by the increased traffic.

On behalf of all the employees in the Sikeston Industrial Park, we encourage your careful consideration of this very important issue.

Sincerely,

Ed Dust, Director
Sikeston DED

128 North New Madrid, Sikeston, MO 63801 • (573) 471-2780 • Fax (573) 471-7564

Fellow Residents of Sikeston, Scott County, and Southeast Missouri.....

JOIN US

In our fight with Union Pacific. Together we can speak in numbers too large to be ignored.

We hold these truths to be self-evident:

- The power to run trains through populated areas is the power to destroy those communities.
- It is safer to run trains through the countryside than through populated areas.
- The proposal to run trains across a high-speed, Interstate-type highway with 11,000 cars and trucks a day is simply irresponsible.
- For the trains of Union Pacific, the northern route is shorter, straighter, faster and safer.
- When Big Business, and particularly a highly profitable, federally regulated monopoly, does not act responsibly, it is the obligation of the government to intervene.

We are the people who drain the swamps and cleared the land. We are the people who built a Power Plant, an Industrial Park and a Junior College for ourselves and our children's future. We did not ask for federal money, we got no tax credits or "earmarked" funds from the federal treasury. The only "lobbyists" we send to Washington are called "Senator" and "Congressman." All we ask is that these achievements not be destroyed for the sake of Union Pacific's next quarterly report.

But we must speak as a community. It takes more than a couple of squeaky wheels to stop a train.

Richard A. Ivester Jr.
Cindy Murray
Barbara Bollinger
Judi Younger
Elaine Laws
Faith Wilsey
Amber Turner
Margaret Blattel
Donna Albee
Bennie McClain
Jeannie Bollinger
J.R. Limbaugh
Paul Simmons
Hermine Simmons
Connie McAnally
Chris Wilsey
Terra Mints
Florence Anderson
Gene Hanselman
Shirlee Michelsen
Virginia Robert
Lloyd Michelsen
Alisha Lacy
Donald Harris
Freddie Cortez
Brenda Rhodes
Amanda Eftink
Jenny Collins
Tim Sensabaugh
Erma Wagoner
Nancy Abernathy
James Abernathy
Charlotte Eftink
Kristin Roberts
Danny Dunning
Jerome Harris
Patty Cope
Mary Cope
Ray Griffin
Samantha Bonner
Chuck Williams
Damon Burks
Mark Wilsey
Corey Henneger
Ray Baird
Joe Webb
Terry Hancock
Robert Williams
Jeannie Hobbs
Janice Hanselman
Chris Eakin
Heather Eakin
Jimmy Brown
Jacob F. Higgins
Rick King
Vicki Bivens
David Foster
Stephanie Grom
Tommy Seyer
Kendel Hodge
Kendall Cope
Kimberly Cope
Ellen Kiefer
Holly Limbaugh
Tara Roslen
Klayton Kyle
Chris Asmus
Brandy Hicks
Megan Chapman
Sandra Hibdon
John Neal
Harry Pigg
Larry Pigg
Margaret Klipfel
Kevin Klipfel
Raymond Klipfel
Debbie Flanigan
Wayne Flanigan
Norman Gribler
Eugene Glastetter
Bella Glastetter
Aaron Glastetter
David Griffin
Marge Blattel
Larry Mead
Brenda Hoeh
Dan Hoeh
Erica Vandeven
Randal L. Vandeven
Barbara A. Simpson
Danny B. Wham
Christopher Johnson
Donna Johnson
James E. Snider
Georgia L. Snider
Jerry Schlitt
Jerry Ayers
Paula Jones
Doris Parker
Charles Parker
Sandra Mouton
Jerry Williams
Anna Williams
Edith Chaney
Donald J. Rievley
Betty Rievley
Les Glastetter
Connie J. Mills
Mike Mirly
Debbie Mirly
Geoff Mirly
Charles Denney
Deb Sadler
Mildred Chapman
Brandon Garren
Cheryl Nance
Mitch Wood
Marlene Scherer
Kristy L. Unger
Bruce Fox
Jennifer Fox
Jonathan Fox
Meghan Fox
Christina Fox
Lendy Wiggins
Elizabeth Wiggins
Ken Cummins
Larry Baker
Marvin Seyer
Joseph S. Buchter
Daniel Jones
Randall A. Smith
Lindsey McKinley
Dennis Cesser
Bill Howard
Josh Coomer
Michael Proctor
David Flynn
Kim Flynn
Keith Mosley
Darla Sneed
David Burchwell
Gradon S. Davis, Jr.
Ginger Edwards
Joe Livingston
Chad Empleton
Brittany Adams
Joda Griggs
Linda Harlacher
Wes Howard
A.J. Pobst
Walter Keller
Bonnie Rister
Charles Sladek
Casey Hazman
Clarence Halter
Steve Crippen
Lisa Crippen
Terry Cobb
Cindy Cobb
James L. Dohogne
Mary L. Dohogne
Dolores Baker
Bruce Baker
Earl Blattel
Celina Roy
Martha Seabaugh
Alan Seabaugh
Joan Burckhardt
David J. Burckhardt
Debbie Burckhardt
Randy Martin
Pam Fuente
Simon Benorz
Christopher Wood
Joshua Petit
Dawn Ward
Tim Stevens

J.W. Groseclose
Dan Wolfe
James Gunter
Chris Boeon
Jackie Fowler
Susan Urhahn
Nancy Tollison
James Tollison
Rev. Ralph J. Deffner
Jeanette Wachter
Christi Stevens
Russell Puckett
Robert Puckett
Esther Reisenbichler
E.K. Reisenbichler
Scott Reisenbichler
Della M. Brooks
Delbert Jones
Glenda Tomlinson
Troy Knotts
Jeannie Knotts
Tanya Clancy
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Larry Shelton
Mike Reisher
Dennis Whitlow
Sherri Foulk
Michael Whitlow
Edna Puckett
Jeanne Richards
Carla Crowden
Kim Spooner
Bob Haggett
Keith Curd
Katy Hogan
Claude Hogan
Cathy Wolters Strasser
Teri Schott
Mike Martin
Deborah Nation
Kristine Nation
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Melissa Yahn
Marlan Yahn
Devon Yahn
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Gail Heisserer
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Marylu Schlosser
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Deborah Devin
Angi Orr
Alex Orr
Laura Orr
Terry Orr
Kagan Orr
Gail Shy
Mabel Shy
Willie Schotten
Jill Glastetter
LaDonna Scheffer
Rodney Kirn
Maddie Kirn
Randy Kirn
Norman Kirn
Tommi Kirkpatrick
Richard Kirkpatrick
Morgan Kirkpatrick
Carrie Felt
Janice Madalon
Kent Madalon
Carol Hodge
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Lorraine Reinchaus
Richard Hodge
Debra Hess
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Michele Martin
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Richard Enderle
Mayme Cobb
Linda Dowd
Alice Kiefer
David Dupont
Pam Ismael
Mary Rose Pobst
Linda Yarbro
Elizabeth Sabbe
John Hahn
Dixie Shaffer
Karren Menz
Alethia Musgrave
Anthony Musgrave
Ben Martin
Don Loucks
Larry Smith
Nancy Smith
Marna Gorger
Vickie Griffin
Arlene Harrell
Loretta Mahore
Margaret Nation
Carol A. Tron
Sharlett A. Eftink
Rodger Seyer
Steve Seyer
Clark Conran
Abby Conran
Joanne Brucher
Clyde Malony
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Bob R. Wachter
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Regina Harris
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Nancy J. Glueck
Ian Ferrer
David Glueck
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Sherry Pobst
Charlene Sorbio
Jeannie Chapman
Naomi Lauck
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Donald Tripp
Glenda Hinkebein
Marilyn Mott
Darlene Vandeven
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Glenda Griggs
Cathy Harrell
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Staci Baker
Diane Fleshor
Edward Haney
Tyler Haney
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Jacob Heeb
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Martha Eftink
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Jeanette Eftink
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Richard Brandelt
Mitchell Shaw
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Juli Doss
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Jack O'Guin
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Michelle Fayette
Phyllis Bembow
Glenda Satterfield
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Virginia Wimberley
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Raymond Glaus, III
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Terry Dunne
Rene' DeKreek
LaDona DeKreek
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Ed Fuchs
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Hema Steyr
Jan Burkett
Phil Burkett
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Jim Bucher
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Richard Montgomery
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Carol Askew
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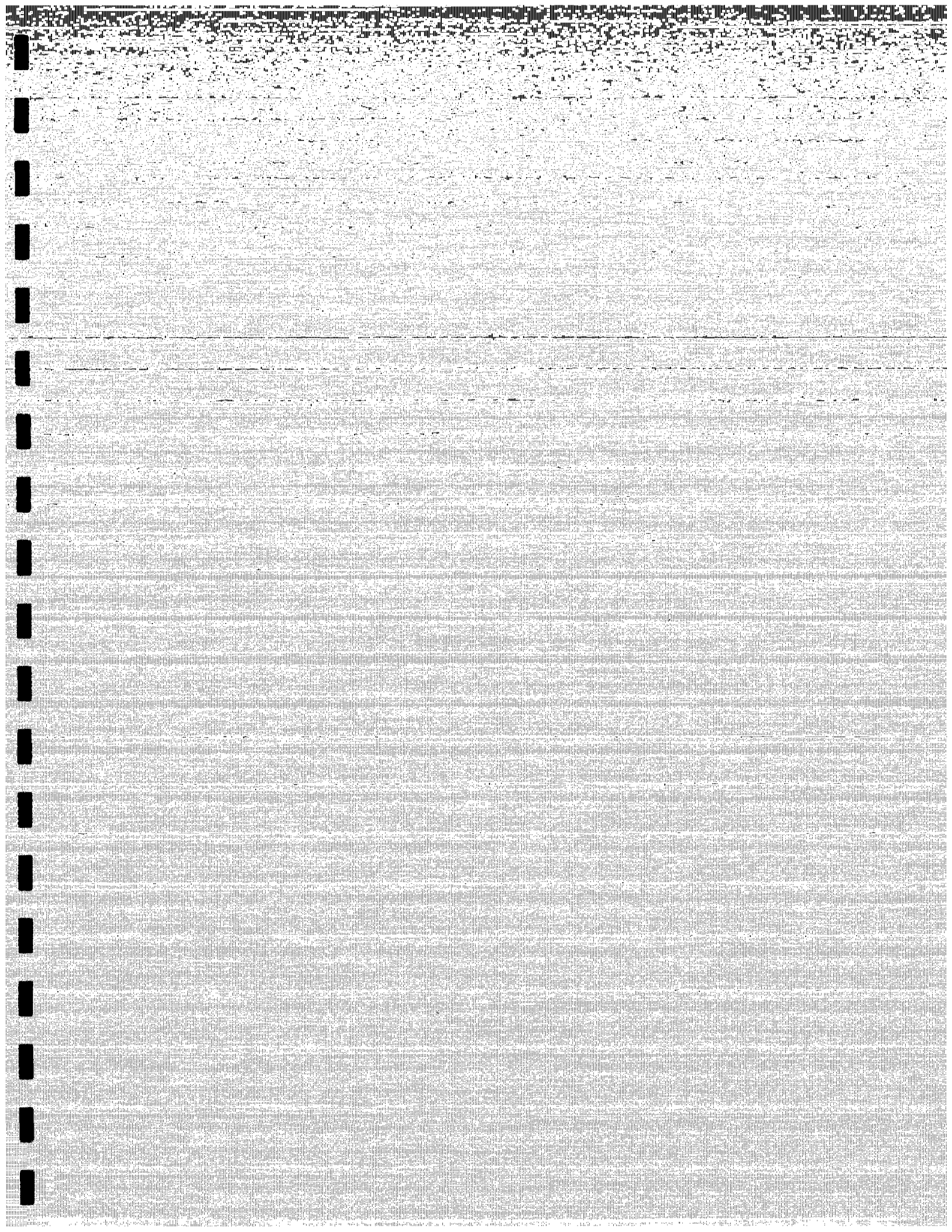
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Faye Bledsoe
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Tabitha West
Thelma Tuckaley
Bill Hampton
Judy Bowman

Please join us. Add your name to our list. Complete the attached form and send it to Sikeston City Hall. Talk with your friends and neighbors and get them to do the same. Please respond by July 30.

"Union Pacific has a powerful lobby in Washington, but they don't like to tangle with Senators". Gil Carmichael, railroad advocate and Head Administrator, Federal Railroad Administration, 1989-93.

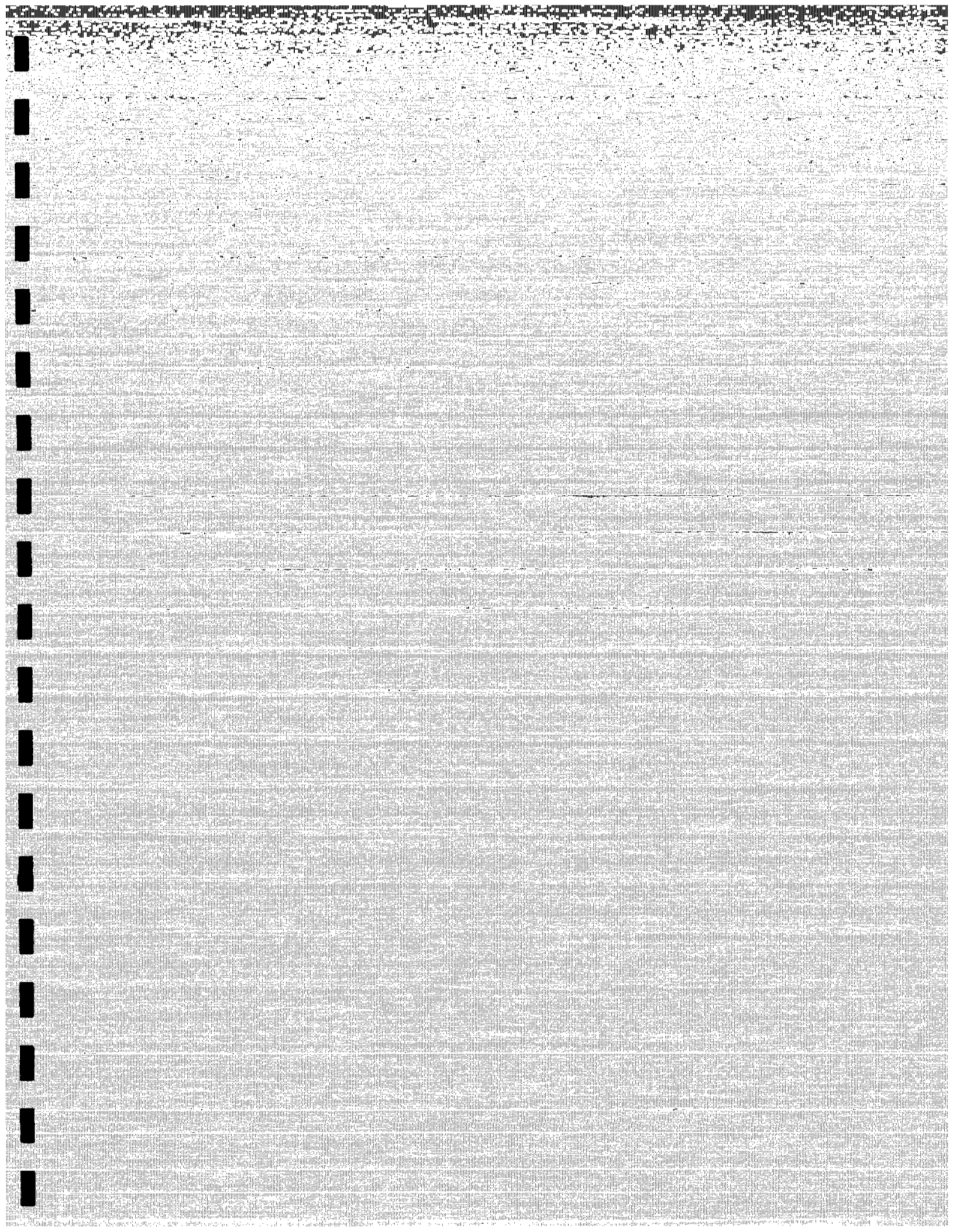
Together this is a fight we can win. It's literally a matter of life or death, as individuals and as communities. We have no choice but to fight.

Proverbs: "Without vision, the people perish."



PLEASE SUPPORT THE CITY OF SIKESTON'S EFFORTS TO HAVE UNION PACIFIC RAILROAD RECONSIDER THEIR PROPOSAL TO RUN AN ADDITIONAL 20+ TRAINS PER DAY THROUGH SIKESTON AND USE THE ALTERNATIVE NORTHERN ROUTE. BY SIGNING THIS FORM, YOUR NAME MAY BE USED IN FUTURE ARTICLES/PUBLICATIONS TO SUPPORT THE CITY'S POSITION.

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15.			
17.			



		RAILROAD PETITON		
	NAME	ADDRESS	PHONE NUMBER	EMAIL ADDRESS
1.	Sherry Payne	101 Lillian	471-2921	
2.	Jonathan Maloyed	750 S. Main	472-2424	
3.	Deborah Hodges	923 Hawthorne	471-4065	
4.	Steve Austin	109 Meadowbrook	472-2728	
5.	Karen Henzi	1904 Kentucky	472-1094	
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11.	Mike Moll	105 Meadowbrook	472-2553	
12.	Miller Moll	#6 Bel Air	472-4210	
13.	Linda Lowes	117 Foust	471-1888	
14.	Rhonda Council	2140 Ables Road	471-1028	
15.	Doug Friend	1230 North West St.		
16.	Ali Standridge	1230 North West St.		
17.	Aly Friend	1230 North West St.		
18.	Zach Friend	1230 North West St.		
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20.	Dee Dee Boyd			
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29.	Kay Harper	1016 Linn St.	472-4433	
30.	Rob Clay	1019 Davis	471-8100	

31.	Mike Conway	15 Green Meadows	471-3300	
32.	Deke Lape	1025 N. Kingshighway	472-1311	
33.	Jon Gilmore	214 Powers	472-5911	
34.	Clay Lape	325 Tanner	380-4909	
35.	John Rowland	#5 Mona Dr.	471-7100	
36.	Judy Buck	910 Kingshighway	471-7644	
37.	Joe Davis	P.O. Box 604, Benton	545-4508	
38.	Jamie Burger	P.O. Box 188, Benton	545-3549	
39.	Martin Priggel	2397 State Hwy W, Oran	262-3428	
40.	Doris Eftink	P.O. Box 1767	471-5513	
41.	Jim Schwaninger	522 Tanglewood	472-0627	
42.	Cheryl Krebs	1105 N. Kingshighway	472-4323	
43.	Heather DeWitt	701 Sikes	472-3127	
44.	Donna Taylor	1226 Linn	471-9737	
45.	Teresa DeWitt	16 Woodhaven		
46.	Lisa Cox	767 State Hwy P, New Madri	748-7224	lnf_01@yahoo.com
47.	Kathy Medley	831 David Lane	472-2443	
48.	Marilyn Schlosser	125 Cty Hwy 248, Chaffee	262-2105	
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50.	Steve Holden	609 Lindenwood	471-2805	
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59.	Debbie Juden	202 Thomas		
60.	Thom Henzi	1904 Kentucky	472-1094	
61.	Vicky Jordan	#80 Pendalton	472-0705	
62.	Tom Nunnelee	1107 N. Kingshighway	471-2242	
63.	Frank Marshall	P.O. Box 1426	471-2525	

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65.	Missy Marshall	#1 Industrial Dr.	471-2498	
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70.	Misty Pyland	147 County Highway 528	471-0686	
71.	Patrick Hayes	102 Kennedy Dr., Apt. 6	620-4456	
72.	Stephen Matthews	914 Westview Dr.	471-1864	
73.	Chris Lambert	125 North New Madrid	471-7442	
74.	Robin Pace	711 Linden Lane	472-1816	
75.	Sarah Holmes	209 Broadway	471-0820	
76.	Trena Bye	113 Dudley	471-3745	
77.	Charlotte Stone	1005 Northwest St.	472-2851	
78.	Linda Myers	907 Arlington	472-0106	
79.	Carla Williams	500 S. Prairie	472-3672	
80.	Mary Stotts	4 Ada Dr.	471-7418	
81.	Anna Warf	627 Taylor	472-0609	
82.	Jim Warf	627 Taylor	472-0609	
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100.	Elaine Sever	423 Marian	471-2161	
101.	Keri Wren	215 Foust	481-1045	
102.	Cindy Elledge	502 Laurelwood	481-0054	
103.	Tanya DeKriek	1308 Goldenrod	471-6609	
104.	Sarah Sloan	856 Auburn Dr.	472-0645	
105.	Jane Johnson	1207 Sikes	471-6491	
106.	Marcia Underwood	104 Summer	471-8711	
107.	Brenda Ninno	202 Charles Lane	472-6392	
108.	Lisa Angle	302 Ashley	472-2154	
109.	Shannon Keller	317 Crowe	481-0468	
110.	Amanda Sparks	127A Kate Dr.	472-6193	
111.	Ann Newton	319 Lynn	472-0243	
112.	Kim Madlin	211 Kennedy Dr.	471-6404	
113.	Lloyd Brewer	418 Pam	481-9138	
114.	Debbie Miller	110 Clara	472-7826	
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165.	Agatha French	401 Louise Dr.	471-8435	
166.	Anita Nelson	707 Woodruff	471-0189	
167.	Patricia Davault	1216 Sikes	472-2173	
168.	Kim Meinke	1216 Sikes	450-6680	
169.	Kevin Self	107 Foust	471-7197	
170.	Jodi Glidewell	421 County Highway 538	471-3761	
171.	Tricia Keefer	1015 N. Kingshighway	472-2119	
172.	Lisa Lawson	827 Cambridge	471-6802	
173.	Bryan Doyen	2127 Watson, Jackson	204-7373	
174.	Gloria Waldman	233 Kate Dr.	471-4262	
175.	Lynn Crader	909 Sikes Ave	472-8808	
176.	Susan Comer	602 Lindenwood Ave.	471-0719	
177.	Tracy Blackburn	317 Illinois Ave.	481-0112	
178.	Norman Webb	2868 Hinton Park	472-1893	
179.	Steve Borgsmiller	911 Moore Ave.	472-2581	
180.	Lela Inman	203 Linda Dr.	471-6746	
181.	Barbara Merritt	P.O. Box 237	472-6484	
182.	Sharon Moran	202 College	471-9054	
183.	Joan Rauls	725 N. West St.	472-2351	
184.	Dawn Vogel	110 Melissa	471-5818	
185.	Sandy Deane	204 County Highway 455	471-5002	
186.	Marsha Norton	669 N. Ranney	471-3102	
187.	Mary Marshall	1805 County Road 452	471-4170	
188.	Mark Marshall	1805 County Road 452	471-4170	
189.	Jackie Hay	612 Laurelwood Ave.	471-9318	
190.	Chuck Mayes	1201 Sikes	471-7915	
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192.	Cheryl Blanks	203 Marie Dr.	471-8681	
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207.	Paul Nethmon	9750 Hwy 417 West	870-236-8192	Paragould, AR
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209.	Charles Hardin	1336 Butler	471-6312	
210.	Nathan Sparkman	1621 E. Matthews	471-5226	
211.	Miguel Rodriguez	203 Sikes	481-9246	
212.	Myron Hardin	1336 Butler	471-6312	
213.	Derik Coleman	106 Pin Oak Dr.	471-3338	
214.	Avery Lane	317 Luther St.	472-2656	
215.	Tammy King	109 N. Third St.	471-4541	
216.	Lorenzo Sacoro	203 Sikes		
217.	John T. Hightower	226 Helen		
218.	Tim Foust	202 Sherrie	481-9190	
219.	James Klein	1300 N. Main	481-9190	
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221.	Cindy Wamble	106 Heather	683-2978	
222.	Janet Rice	19 Betty Sue Dr.	649-5457	
223.	Karen Bailey	409 Bohannon	472-1435	
224.	Amanda Groves	20 N. Myrna	472-1833	
225.	Jiggs Moore	107 Brenda	471-5592	
226.	Marie Walton	303 Louise	472-6355	
227.	Carroll Couch	730 Euclid	471-2511	
228.	Pat Cox	777 Park	471-0765	

229.	Theresa McNew		471-2512		
230.	Trey Hardy	234 Bradley	472-1638		
231.	Mary White-Ross	303 Ruth	471-6743		
232.	Tom Burns	109 Selma	471-2174		
233.	Melanie Ramey	105 Winter Dr.	471-2174		
234.	Carol Smith	517 Park Ave.	471-4939		
235.	Cindi Cantrell	204 Marie	472-2893		
236.	Paula Stinnett	2126 Ables	472-3001		
237.	Lana Taylor	144 Autumn	471-4755		
238.	Bethany Largent	216 Thomas	471-5639		
239.	Kristin McClard	719 Good Hope	471-7222		
240.	Bonnie Hagler	115 Cypress Dr.	472-0075		
241.	Kathy Porter	205 Dorothy	471-6694		
242.	Cindy Griffin	1306 Goldenrod	471-5535		
243.	Lori Boardman	508 N. Ranney	472-2935		
244.	Connie Thompson	517 Sikes	471-4559		
245.	V. Davene Schaefer	210 Kramer	471-3864		
246.	Sarah Thompson	144 Albert Dr.	380-8454		
247.	Caroline McFarland	115 Karen St.	472-2849		
248.	Mary McDowell	806B W. Wakefield	481-0124		
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256.	Bobbye Hooper	138 Autumn Dr.	471-8061		
257.	Matt Anderson	Morley, MO	262-8864		
258.	Adam Graham	233 E. Gladys	471-5684		
259.	Robbie Cochran	41 Delmo	667-5438		
260.	Ruby Muilkerson	119 W. Main St.	379-2340	Portageville, MO	
261.	Patrick Conn	308 N. Main	683-4323	Charleston, MO	

262.	Scott Pobst	827 Plantation	471-4127		
263.	Brian Cooper	212 Ridge	472-0602		
264.	Joy Cox	201 Kennedy	471-2568		
265.	Barry Grissom	603 Maple St	471-0453		
266.	Edna Parr	22 Macgacot Dr.	649-5054	E. Prairie, MO	
267.	Greg Swinney	807 E. Kathleen	471-9128		
268.	Laura Brush	411 N. Kingshighway	471-5503		
269.	Ann Young	22 Margaret Dr.	649-5054	E. Prairie, MO	
270.	Eric Morrow	198 Loughborough St.	683-4468	Diehlstadt, MO	
271.	Daryl Clement	609 S. Railroad St.	471-7861	Matthews, MO	
272.	Virginia Pennington	907 W. Malone	471-5541		
273.	Denise Day		667-5326	Morehouse, MO	
274.	Ashley Hodder	214 Thomas	380-4130		
275.	Janie Stephens	22 Margaret Dr.	649-5054	E. Prairie, MO	
276.	Victoria Bishop	8th & Benton	688-2264	Lilbourn, MO	
277.	Kristal Madigan	1206 South St.	262-2109	Oran, MO	
278.	Rebecca Brown	431 Line St.	748-7774	New Madrid, MO	
279.	Judy Tadlock	13246 US Hwy 61	471-4295	New Madrid, MO	
280.	Robert Unfer	405 Moore St.	472-0586		
281.	Marsh McConnell	121 Delaney St.	472-0526		
282.	Estelle Bishop	8th & Benton	688-2264	Lilbourn, MO	
283.	Marsha Kay Williams	405 E. 8th St.	379-3948	Portageville, MO	
284.	Billy Tadlock	13246 US Hwy 61	471-4295	New Madrid, MO	
285.	Harvey Cooper	212 Ridge Dr.	472-0602		
286.	Effie Shurtz	22 Margaret Dr.	649-5054	East Prairie, MO	
287.	Rhonda Gates	240 E. Kew St.	471-4588		
288.	Sharon Bruenderman	219 Lilliam Dr.	472-2576		
289.	Wayne Noe	209 Russell	471-6343		
290.	Doris Graham	236 Co. Highway 448	472-1868		
291.	Ron Mason	108 Andrea	472-1005		
292.	Cecil Carter	77 David	471-6947		
293.	Mary Seyer	325 W.Charlotte	471-4588	Lilbourn, MO	
294.	Cory Cooper	212 Ridge Dr.	472-0602		

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296.	Randy Gene Parker	P.O. Box 909	471-5503		
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298.	Danny Bresson	513 N. Lincoln		East Prairie, MO	
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300.	Barry Jackson	1803 Indiana	471-3318		
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302.	Jarvis Brown	618 Vine	683-6712	Charleston, MO	
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304.	Megan Doyle	112 Plaza Dr	472-5300		
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306.	Macy Dowdy	178 Robin Wood	620-2055		
307.	Dorothy Carlock	105 Adams	471-9472		
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309.	Melissa Moore	P.O. Box 436	379-2961	Portageville, MO	
310.	Sharon Dean	216 David St	472-1329		
311.	Venita Dean	22 Margaret Dr.	649-5054	East Prairie, MO	
312.	Betty West	907 W. Malone	471-5541		
313.	Shelia Stevenson		683-3616	Charleston, MO	
314.	Hazel Stone	22 Margaret Dr.	649-5054	East Prairie, MO	
315.	Stephanie Henry	924 Mitchell	649-2584	East Prairie, MO	
316.	Kathy Simmons				
317.	Joe Tinnin	809 Glenn	472-1667		
318.	Christina Ingram	246 Co. Hwy 506	545-9377		
319.	Larry Williams	715 Swank	683-6519	Charleston, MO	
320.	Jeffrey Sutton	616 Laurelwood			
321.	Bill Odom	513 Lindenwood			
322.	Frank Proffer	900 Hawthorn			
323.	Theresa Proffer	900 Hawthorn			
324.	Anne Marshall	107 Ridge Dr.			
325.	Gabe Marshall	107 Ridge Dr.			
326.	Deborah Rodery	844 Wakefield			
327.	Ralph Green	451 N. Ingram			

328.	Matthew Drake	731 Mimosa	
329.	Brian Harper	730 N. Ranney	
330.	Diane Eberhard	829 N. West St.	
331.	Camille Peters	728 Euclid Ave.	
332.	Brent Peters	728 Euclid Ave.	
333.	Eva Mansfield	122 Thomas Dr.	
334.	Dottie Stowe	304 Sikes	
335.	Joy Schaffer	1910 Kentucky	
336.	Jana Murdock	301 Bohannon	
337.	Cheryl Jones	164 Presnell	
338.	Joey Jones	164 Presnell	
339.	Mary Ellen Johnson	914 Crescent	
340.	Lois Cokenour	316 Kramer	471-4440
341.	Gerald Rogers, Sr.	831 Delta Pine	471-4967
342.	Neal Wagley	1005 N. West St.	472-0012
343.	Kim Justice	203 Illinois	472-0012
344.	Larry Tetley	141 Greenbrier	471-8268
345.	Frankie Adams	805 Cherokee	471-8083
346.	Thurman Burns	635 Branum	471-9654
347.	Gene Stroud	402 College	
348.	Sonny Alcorn	311 Kennedy Dr.	471-8298
349.	Faye Walborg	28 Dement	472-2411
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351.	Carolyn Sue Rogers	831 Delta Pine	471-4967
352.	Michael Harris	401 Malcolm	472-4119
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360.	Velma J. Williams	512 S. New Madrid	471-3370

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362.	David Friend	710 Allen Blvd.	472-3063	
363.	Monea Jones	513 Cole Ave.	472-0146	
364.	Charles Ancell	205 Goldbrier		
365.	Jim Stephens	112 Meadowbrook	472-7473	
366.	Steve Hampton	206 Jarvis	471-2060	
367.	Beverly Morris	1307 Shelby Dr.	471-6419	
368.	Norma Jamerson	2291 City Highway 401	225-7640	
369.	Valerie Crow	613 Thornwood	481-0975	
370.	Paul Cohen	115 N. 6th Street	472-2874	
371.	Carolyn Lewis	1117 County Roady 603		Jackson, MO
372.	Cindi Chafin	228 Kate	472-1755	
373.	Corkey Raines	219 Handy St.		
374.	Robert Karnes	223 Handy St.		
375.	Shekrith Karnes	223 Handy St.		
376.	Dennis Gregory	218 N. Handy		
377.	Alice Crawford	229 Handy		
378.	Tawanda Washington	308 Alabama		
379.	Paula Lofton	326 N. Handy		
380.	Lois Brown	625 Daniel		
381.	Emily Featherston	308 Ridge Dr.	472-0546	
382.	Kathy Vickery	201 Ridge Dr.	471-8009	
383.	Judy Johnson	841 Auburn Dr.	471-7678	
384.	Paul Johnson	841 Auburn Dr.	471-7678	
385.	John R. Mobley	909 Westview	472-0445	
386.	Tristina McMackin	600 Pine	472-6438	
387.	Vicki Gillespie	527 Lindenwood	471-8704	
388.	Glenda Johnson	P.O. Box 612	568-3808	Bloomfield, MO
389.	Ronna Ponder	512 Thornwood	471-0019	
390.	Laura King	31 Dement Rd	472-6394	
391.	Jeff King	31 Dement Rd	472-3399	
392.	Joy Cauthorn	107 Paula	472-2736	
393.	Fred Cauthorn	107 Paula	472-2736	

394.	Sean Cauthorn	107 Paula	380-8232		
395.	Lauren Cauthorn	107 Paula	703-3340		
396.	Linda Frohawk	307 Cravens	471-0060		
397.	Dena Merick	314 Benton	472-0093		
398.	Roger Ressel	1577 Park View	334-7812	Cape Girardeau, MO	
399.	Janet Vines	304 Lynn Dr.	471-8613		
400.	Cheryl Huffman	222 W. Gladys	481-0130		
401.	Teresa McCutchen	102 Harrison St.	471-7805		
402.	Paulette Parr	506 Thornwood	481-9622		
403.	Lesley Daniel	208 S. Allen	293-6105		
404.	Bill Nance	318 Edmonson	472-4267		
405.	Steve Lee	924 Woods Lane	620-0443		
406.	Jason Rudisill	405 Jackson St.	380-0923		
407.	Richard Cassell	1328 Shelby	481-0242		
408.	Randy Gaines	414 Shady Lane	471-6784		
409.	Richard Bramlett	1941 St. Highway H	472-3048		
410.	Mitchell Shaw	25 Dement	471-0182		
411.	Billy Hampton	408 A West Front St.	667-5513		
412.	Ricky Skelton	56 South Sandy Wood	481-0364		
413.	Todd Kennard	1050 N. Kingshighway	472-3872		
414.	Glenn Hoskins	140 Jamie Lynn	472-4428		
415.	Darren Martin	215 Edwards Ave.	471-4272		
416.	Brian Dial	34 Morehouse St.	620-2330		
417.	Jeff Archie	119 Third St.	472-1898		
418.	Thomas Groves	Mary St.	667-5252		
419.	Christy Small	134 E. Malone	472-2881		
420.	Cindy James	134 E. Malone	472-2881		
421.	Debbie Bard	103 Larkspur	471-5766		
422.	Juli Dees	1374 Co. Highway 472	471-1777		
423.	Shannon Jones	203 Ellen Ave.	471-3372		
424.	Jo Ann O'Guin	318 Bohannon	472-0223		
425.	Jack O'Guin	318 Bohannon	472-0223		
426.	Phyllis Aduddell	703 Linden	471-4537		

427.	Michelle Fayette	104 Kathy	472-0397	krcc@charter.net
428.	Phyllis Brashears	1009 Glenn	471-0682	pjb62@charter.net
429.	Glenda Satterfield	119 Lashmet	471-8005	
430.	Molly Nirider	715 Hickory	471-7101	mnirider@swbell.net
431.	Brenda Harper	401 Pam St.	471-6528	
432.	Angela Vandenberghe	218 David Dr., #7	471-4830	arohda@excite.com
433.	Christy James	147 Albert Dr.	472-3061	
434.	Taralynn Lumi	600 Pine St., #I-6	703-5647	
435.	Sandy Winberry			
436.	David Friedman			
437.	John A. Testa			
438.	Shirley Friedman			
439.	Bill Johnson			
440.	Debbie Hosey			
441.	Sheila A. Wilson			
442.	Donald J. Debo			
443.	Howard Gipson			
444.	Linda Bell			
445.	Sandra Turner			
446.	Charlie McGill			
447.	Cindy Ray			
448.	Samuel A. Thomas			
449.	Jeannie Williams			
450.	Mark Adams			
451.	Tamera Adams			
452.	Terrie L. Hurley			
453.	Tamara Sain			
454.	Bernadine Starnes			
455.	Jolene Tyrone			
456.	Patricia A. Shultz			
457.	Charles E. Shultz			
458.	Rod Anderson			
459.	Joe Blanton, Jr.			

460.	Ted Wimberley				
461.	Virginia Wimberley				
462.	James E. Moore III				
463.	Joyce Peters				
464.	Glenda Bridges				
465.	David Glaus	116 Larkspur Lane	471-2257		
466.	Carol McMikle	204 Harry Ave.	472-3207		
467.	Theresa Marshall	331 Smith Ave.	471-2869		
468.	Michael Glaus	514 Thornwood	471-8743		mglaus@charter.net
469.	Michelle D.Glaus	514 Thornwood	471-8743		
470.	Raymond G. Glaus, Jr.	112 Greenbrier	471-2869		
471.	Alan Brown	114 4th St.	472-4282		
472.	Raymond Glaus, III	1209 Fairfield	471-4968		
473.	Pete Glaus	209 Watson	471-8285		
474.	Lonnie Masters	446 Smith St.	471-3947		
475.	Steven Cole	235 Watson	472-3104		
476.	Nancy E. Lynn	828 Linn, Apt. E	471-3633		
477.	Paul D. Glaus, Sr.	219 Watson	471-2809		
478.	Terry Herndon	1006 Westview Dr.	472-2620		
479.	Linda Glaus	112 Greenbrier	471-6236		
480.	Marcia Manning	114 Thomas Dr.	471-5523		catts@midwest.net
481.	Molly Stiehl	116 Larkspur Lane	471-2869		
482.	Terry Dame				
483.	Rene' DeKriek				
484.	LaDona DeKriek				
485.	Janet Dame				
486.	Dee Fuchs				
487.	Ed Fuchs				
488.	John W. Marshall				
489.	Neata Steyr				
490.	Jan Barkett				
491.	Phil Barkett				
492.	Cathy Bucher				

493.	Jim Bucher			
494.	Christy Montgomery			
495.	Richard Montgomery			
496.	Carolyn Klein			
497.	Carol Askew			
498.	John Askew			
499.	Jim Klein			
500.	Elizabeth Wilson			
501.	Troy Wilson			
502.	Karen McKinnie			
503.	Kate Colley			
504.	Terry McKinnie			
505.	Lynn McKinnie			
506.	Chris Terrell			
507.	Ruth Ann Oakley			
508.	Mrs. Bill Oakley			
509.	Gail Heisserer			
510.	Rhonda Wallace			
511.	Pat Lewis			
512.	Sabrina Duty			
513.	Georgia Ward			
514.	Susan VanPool			
515.	Julie O'Brien			
516.	Michele W. Krokstrom			
517.	Nancy Driskill	628 N. West	471-7130	
518.	Sherry Hux	628 N. West	471-7130	
519.	Barbara Sisk	628 N. West	471-7130	
520.	Kay Hanks	628 N. West	471-7130	
521.	Ann Combs	628 N. West	471-7130	
522.	Lisa Anderson	628 N. West	471-7130	
523.	Sherrie Clouse	628 N. West	471-7130	
524.	Wakeshia Gibbs	628 N. West	471-7130	
525.	Crystal Cole	628 N. West	471-7130	

526.	Mizelle McClure	104 Meadowbrook	472-7812	
527.	Natalie Werts	628 N. West	471-7130	
528.	Chrisshonda McKinney	628 N. West	471-7130	
529.	Kelli R. Smith	628 N. West	471-7130	
530.	Blanche Hull	208A David Dr.	471-1169	
531.	Marilyn Hull	208B David Dr.	471-8259	
532.	Jane Boyer	1201 N. Kingshighway	471-4427	
533.	Greg Krokstrom	913 Westview	472-4344	
534.	Mary Wooden	101 Meadowbrook	472-0216	
535.	Dean Wooden	101 Meadowbrook	472-0216	
536.	Delores Ables	800 Cambridge	471-4176	
537.	Dorothy Glover			
538.	Ronald Glover			
539.	Shawn Lyerla	851 Cambridge		
540.	Martha Rodgers	730 Davis Blvd, Apt. A		
541.	Ann Hux	307 Ridge Dr.	471-0173	
542.	John Hux	307 Ridge Dr.	471-0173	
543.	Brenda Matthews	208 Summer Dr.	471-0928	
544.	Glenn A. Matthews II	208 Summer Dr.	471-0928	
545.	Andrea Pratt	209 Thomas Dr.	472-4845	
546.	Stacy Pratt	209 Thomas Dr.	472-4845	
547.	Shirley LaFont	917 N. Ranney	471-1293	
548.	Stephania Steward	102 Goldbrier	360-0622	
549.	Judy Harper	#10 Green Meadows	471-3866	
550.	John Harper	#10 Green Meadows	471-3866	
551.	Marlene Fuchs	312 Matthews Ave.	380-4999	
552.	Edward Fuchs	312 Matthews Ave.	380-4999	
553.	Jane Ella Potashnick	305 Ridge Dr.	472-3536	
554.	Heyde Yount	711 N.Kingshighway	471-0452	
555.	John Yount	711 N.Kingshighway	471-0452	
556.	Kim Couch	311 Kramer	471-2312	
557.	Violet Gutherie	821 Anderson	471-5673	
558.	Michelle Wessling	208 Elizabeth	380-8858	

559.	Sharon Brittan	P.O. Box 6	262-3186	Morley, MO
560.	Janie Baker	420 Lake	471-0772	
561.	Robin Chambers	P.O. Box 1507	471-7444	
562.	Carolyn Chambers	814 Auburn	471-0091	
563.	Marilyn Boyce	802 Moore	471-7814	
564.	Bill Boyce	802 Moore	471-7814	
565.	Teresa Gilliland			
566.	Erika Huddleston			
567.	Steve Drake			
568.	Hudson Peters			
569.	Phillip Drerup			
570.	Amy Arnzen			
571.	Kathleen McClellan			
572.	Casey Richie			
573.	Olen Brown			
574.	William J. Rankin			
575.	Brian Milbach			
576.	Kimberly Fowler			
577.	Norm Hoskins			
578.	Betty Mitchell			
579.	Jim Gooch			
580.	Tina Dock			
581.	Jeremy Anderson			
582.	Bill Deane	828 Euclid	471-7602	
583.	John G.Adams	695 Park Ave.		jadams@semo.edu
584.	Matt Limbaugh	968 County Highway 473		mlimbaugh7@hotmail.com
585.	Commodore Butrum	821A Cambridge		
586.	Charity Marvin	307 W. Pecan St.		charitylovesrem@yahoo.com
587.	Richard Marvin	307 W. Pecan St.		charitybaby31@yahoo.com
588.	Gina Uhrhan	21 Woodhaven	471-5699	
589.	Jake Mikels	806 Harvard	471-1751	
590.	Henry Smith	903 Bucklin	471-1270	
591.	Ray Clinton	1300 N. Main, Apt. 320	471-5303	

592.	Dorothy Clinton	1300 N. Main, Apt. 320	471-5303						
593.	Steve Clinton	1300 N. Main, Apt. 102	471-8585						
594.	Martha Bell	205 Sherrie	471-1224						
595.	Joe Bell	1300 N. Main, Apt. 214	703-3939						
596.	Steve Bell	205 Sherrie	471-1224						
597.	Madeline Wilson	515 N. Kingshighway	471-2567						
598.	Kim Hackworth	909 Bucklin Circle	471-2099						
599.	Tim Jaynes	149 Albert St.	472-3061						
600.	John wilson	515 N. Kingshighway	471-2567						
601.	Michael Pobst	101 Ridge Dr.	471-9247						
602.	John Netteler	114 Cypress	472-6343						
603.	Aimee Recker	601 N. Kingshighway	472-7912						
604.	J.W. Hackworth	909 Bucklin Circle	471-2099						
605.	Chad e. Wilson	219 Kramer	471-4018						
606.	Andrew G. Bailey	612 Lindenwood	380-8730						
607.	Larry G. Davis	P.O. Box 1786	471-0954		larrygdavis@sbcglobal.net				
608.	Elgy Lee Brown, Jr.	606 Carroll Ave.	471-9160						
609.	Donna S. Brown	606 Carroll Ave.	471-9160						
610.	Michael Burton	815 Vernon Ave.	472-4246						
611.	Alan Lancaster	301 Ross Ave.	471-6508						
612.	Dale James	222 Illinois	471-4138						
613.	Gwin McLeod	518 Cole Ave.	931-3809						
614.	Jack Taylor	203 Wakefield	471-5132						
615.	Nina Robison	County Route 806	471-2571						
616.	Lanare Taylor	203 Wakefield	471-5132						
617.	Barbara J. Box	915 Davis Blvd.	471-3049						
618.	Dorothy McAnulty	212 B Andrea Dr.	471-5768						
619.	Pauline Heckert	600 S. New Madrid	471-5708						
620.	Debra Standridge	309 Gilmore	481-0944						
621.	Diana Wilson	139 Marion	471-5058		mylilangels1@sbcglobal.net				
622.	Larry W. Wilson	139 Marion	471-5058						
623.	Doyle Edwards	1805 Indiana	471-9311						
624.	Mable Edwards	1805 Indiana	471-9311						

625.	Claudia Neal	926 Davis Blvd.	472-2372	claudia.neal@sbcglobal.net
626.	Malinda Martin	735 Goodhope	472-2010	
627.	Mary Hamilton			
628.	Patricia Moore	505 W. Salcedo Road	472-4262	
629.	Evola Lynn	900 Vernon	471-1670	
630.	Opal Parham	734 Vernon	471-0784	
631.	Lucille Sullivan	1511 Kathleen	471-0823	
632.	Harvey Shirkey	143 Lakeside Dr.	472-4598	
633.	E.J. Box	915 Davis Blvd.	471-3049	
634.	Ann Davis	905 Davis Blvd.	471-0954	
635.	Cynthia Hewitt	106 Karen St.	471-7376	
636.	SaDonna Thompson	836 Lake St.	471-1032	
637.	Connie Reece	407 Illinois Ave.	472-1678	
638.	James Reece	407 Illinois Ave.	472-1678	
639.	Brenda King	513 Laurelwood	471-2317	
640.	Matt Baker	424 N. Ingram Rd.	472-2536	
641.	Debi Baker	424 N. Ingram Rd.	472-2536	
642.	Brenda Lancaster	301 Ross Ave.	471-6508	
643.	James Smart	115 Co. Highway 539	471-4818	
644.	Randy Johnson	500 Wilson	471-0572	
645.	Gail Ross	914 Tanner St.	472-6122	
646.	Lori Chapman	612 Jefferson	262-3917	Oran, MO
647.	Georgia Davidson	600 S. New Madrid, D-4	471-7170	
648.	Thelma Guiley	600 S. New Madrid, B-4	481-0322	
649.	Helen Manning	347 Little John	471-9117	
650.	Peter Myers	515 Laurelwood	471-3700	
651.	Vicki Deane	828 Euclid	471-7602	
652.	Tom Chanley	201 E. Murray Lane	481-9314	
653.	Scarlet Chanley	201 E. Murray Lane	481-9314	
654.	William Clay	210 Dolly	703-4889	
655.	G.R. Pinkard	312 Bohannon	471-2333	
656.	Kim Pinkard	312 Bohannon	471-2333	
657.	Wanda Skalsky	816 Poplar		

658.	Doris Stephens	932 Davis Blvd.	471-1260
659.	Dottie Limbaugh	921 Davis Blvd.	
660.	Virginia Cowan	1003 Davis Blvd.	
661.	Sam M. Bennett	1005 Davis Blvd.	
662.	Ron Eaker	1013 Davis Blvd.	
663.	Shannon Clay	1019 Davis Blvd.	
664.	Darren Alcup	1016 Davis Blvd.	
665.	Sandy Alcup	1016 Davis Blvd.	
666.	Shannen Ledbetter	1014 Davis Blvd.	
667.	Vicki Curtis	1006 Davis	
668.	Mickey Holyfield	317 Kramer	
669.	Jeno L. Richards	316 Powers	
670.	R.L. Richards	316 Powers	
671.	Larry Hornback	912 Davis	
672.	Steve Lambert	910 Davis	
673.	Louise French	911 Davis Blvd.	
674.	Heather Tope	911 Davis Blvd.	
675.	James R. Sanders	917 Davis Blvd., Apt. 6	
676.	Molly Noe	922 Davis Blvd.	472-3854
677.	Robert Moore	917 Davis Blvd., Apt. 6	748-0845
678.	Howard Stafford	904 Davis Blvd.	471-7898
679.	Elaine Stafford	904 Davis Blvd.	471-3208
680.	Martha Corbett	908 Davis Blvd.	471-8605
681.	Eddie McDowell	801 Davis Blvd.	471-9639
682.	Christy McDowell	801 Davis Blvd.	471-9639
683.	Farrell Wilson	803 Davis Blvd.	471-5947
684.	Merlin Mothershead	805 Davis Blvd.	471-3547
685.	Rob Clay	1019 Davis Blvd.	471-5485
686.	Jim Caskey	139 Greenbrier	472-0354
687.	Joann Nichols	137 Greenbrier	471-5691
688.	Jack L. Lopp	118 Greenbrier	471-6790
689.	Vicky Sanders	121 Greenbrier	471-2244
690.	Michael Shuffitt	113 Wickerwood	471-1624

691.	Stan Sorrellis	726 North West	471-7667
692.	Jessie Redd	727 North West	472-0638
693.	Mollye Redd	727 North West	472-0638
694.	Hutson Goza	728 North West	
695.	John C. Matthews, Sr.	430 Foust	471-2754
696.	Lois Matthews	430 Foust	471-2754
697.	Kevin Davied	514 Laurelwood	472-9412
698.	Sherry McAnulty	212A Andrea	
699.	Betty James	313 Harrison	472-3325
700.	Joyce Dailey	102 Cypress	471-7133
701.	Joy Johnson	500 Wilson	471-0572
702.	Juanita Moore	1813 Oklahoma	471-0688
703.	LaDonna Tidwell	527 Tanglewood	472-2428
704.	Mack Wheetley	119 Larue	471-4214
705.	James Figley	301 Bynum	471-9181
706.	Mary Rettig	211 Dacus	471-4890
707.	Harold Rettig	211 Dacus	471-4890
708.	LaVerne Rettig	202 Broadway	471-0104
709.	Shelia Ray	#5 Dement	471-7210
710.	Brian Lowe	2577 Highway H	471-8720
711.	Libby Lowe	2577 Highway H	471-8720
712.	Johnny Moore	1813 Oklahoma	471-0688
713.	Tandle Gadberry	902 Moore Ave.	481-9335
714.	Mary McReynolds	307 Applegate	471-9910
715.	Leo Wise	324 Edmondson	472-2546
716.	John Jackovic	909 Hawthorn	
717.	Ty Garrett	525 Lindenwood	471-7871
718.	Sue Garrett	525 Lindenwood	471-7871
719.	Lee Haines	201 Ridge Dr.	471-7769
720.	Janet Hines	201 Ridge Dr.	471-7769
721.	Fred Uthoff	606 Thornwood	472-1855
722.	Anita Eby	604 Thornwood	472-6391
723.	Larry Eby	604 Thornwood	472-6391

724.	Rosanne Elsey		116 Thomas						
725.	Mary Merideth		307 Broadway		471-7870				
726.	John Klueppel		1011 N. Kingshighway		471-8847				
727.	Terry Brewer-Cheatham		123 Greenbrier		471-7423				
728.	Mark Cheatham		123 Greenbrier		471-7423				
729.	Toni Grojean		114 Foust		471-3139				
730.	Joe Blanton		#6 Cotton Trace		471-1881				
731.	Nancy Blanton		#6 Cotton Trace		471-1881				
732.	Harry Howard		905 Davis Blvd., #4		471-3859		harry.howard@sbcglobal.net		
733.	Janice Henderson		718 Great Falls Trail		481-9396				
734.	Earl Henderson		718 Great Falls Trail		481-9396				
735.	Roylean Howard Knox		206 Westgate						
736.	Karen Bryant		123 Holmes Dr.		471-2634				
737.	Delores Moll		125 Larkspur Lane		471-8865				
738.	Mitchell L. Jackson		119 Holmes Dr.		471-1331		mitchelljackson56@yahoo.com		
739.	Stacy Fulmer		103 Bradley Dr.		481-1148				
740.	Jerolyn Self		918 Allen Blvd.						
741.	Ryan Griggs		127 Holmes Dr.		471-6680				
742.	John Garrett		1321 N. Ingram						
743.	Arlene Garrett		1321 N. Ingram						
744.	Sherrie Crouthers		112 David Dr.						
745.	Darlene Bollard		205 Holmes Dr.		471-7821				
746.	Rick Ramsey		108 Bradley Dr.		471-4122				
747.	Jeremy Couch		836 Cambridge		471-6349				
748.	Brandy Mason		809 Vernon		471-1370				
749.	Traci Jackson		105 Paula		471-5918				
750.	Ava Huffstutler		518 Laurelwood		471-5847				
751.	Lillie Florence		104 Holmes Dr.		471-7776				
752.	Olivia Moll		106 Holmes Dr.		471-5647				
753.	George Swogger		110 Holmes Dr.		471-9513				
754.	Paul Suver		113 Holmes Dr.		472-9510				
755.	Faye Griffin		114 Holmes Dr.		471-4844				
756.	Bonnie Stewart		105 Holmes Dr.		471-1366				

757.	Mary Jo Schneider											
758.	Cheryl White											
759.	Tarry Taylor											
760.	Carrie Yanson											
761.	Mike Marsh											
762.	Teresa Fisk											
763.	John Fisk											
764.	David Hay											
765.	Charles Ulmer											
766.	Andrea Burnett											
767.	Jennifer Chessor											
768.	Ramona Burnett											
769.	Vivian Boyer											
770.	Dee Beydler											
771.	Jill M. Sapson											
772.	Audrey Beck											
773.	Rosalie May											
774.	Kelly Golightly											
775.	Kevin Nicholson											
776.	Christina L. Javett											
777.	Rick Burnett											
778.	Gary Green											
779.	Larry Powell											
780.	Eric Powell											
781.	Crystal Webb											
782.	J. Dement											
783.	Kathy Swinger											
784.	J.D. McClard											
785.	Kenneth Merideth											
786.	Charlotte Merideth											
787.	Steven B. Deere											
788.	Shane Mouser											
789.	William Guess											

790.	Sue Guess											
791.	G. Wendell Weathers											
792.	Barbara Weathers											
793.	Kelly Breedlove											
794.	Grant Weathers											
795.	Shirley Martin											
796.	Billy R. Martin											
797.	Edward L. Pruiett											
798.	Martha Pruiett											
799.	Catherine Wagoner											
800.	Harley Bixler											
801.	John Bixler											
802.	Paula Beck											
803.	Jeff Davis											
804.	Rick Schott											
805.	Daryl Wade											
806.	Valerie Kerperien											
807.	Charlie Richey											
808.	Sandy Russell											
809.	Jack Groesbeck											
810.	Chris Russell											
811.	Jennifer Hampton											
812.	Billie Morris											
813.	Scott Nichols											
814.	Kent Schott											
815.	Thomas Henzi											
816.	Deborah Barrozo											
817.	Hazel Evans											
818.	Karen Kaiser											
819.	Daniel Barrozo											
820.	Shannon Vandiver											
821.	Jason Vandiver											
822.	Leon Kaiser											

823.	Kay Blackburn			
824.	Don Blackburn			
825.	Susan Jarrell			
826.	Barbara White			
827.	Nathan Beck			
828.	Daniel Beck			
829.	Glen Francis			
830.	David Beck			
831.	James G. Bucher			
832.	Robert P. Essner			
833.	Bill Reid			
834.	Jeff Miles			
835.	Norma Miles			
836.	Barbara J. Wallace			
837.	Mary Ann Stricker			
838.	Ronald L. Walker			
839.	Emil E. LeGrand			
840.	Mary F. LeGrand			
841.	Charles A. Juden III	202 Thomas	471-6200	
842.	Grace Roberts	253 Jamie Lynn	481-0601	
843.	Kerrie Gilmore	301 E. Kathleen	471-6200	
844.	Dennis R. Irwin	630 E. Gladys	471-6200	
845.	James B. McMillen	118 Albert Dr.	380-6932	
846.	Cliff Jackson	114 Deloris St.	471-6200	
847.	Ryan Smith	328 Virginia	472-3983	
848.	Frankie Adams	805 Cherokee	471-6200	
849.	Jim Tigart	105 Bohannon	471-6200	
850.	Todd Peters	1217 Sikes	471-6200	
851.	David McDermott	806 Poplar	472-2554	
852.	John Martin	401 Harrison	471-6200	
853.	Mark Crocker	303 Bohannon	471-6200	
854.	Andy Caton	821 Clearwater		
855.	Andrew Cooper	829 Woodruff	471-6200	

856.	Tom Bridger		213 Edward		471-6200					
857.	Chris Griggs		102 Karen		481-9510					
858.	Bethany McDermott		806 Poplar		471-6200					
859.	Todd Irwin		306 Bynum		471-6200					
860.	Cory Riddle		2407 E. Malone							
861.	Pat Burns		834 Stanford		471-6200					
862.	Zach Albright		808 Montgomery		471-6200					
863.	James Beardsley		407 Moore		472-1042					
864.	Heather Maddox		20441 Co. Road 348		733-4591		Advance, Mo			
865.	Teresa M. Houchin									
866.	Pat Comstock									
867.	Jay Bledsoe									
868.	Terry Evans									
869.	Gary Quinton									
870.	Gary DeWitt									
871.	Homer Trigg, Sr.									
872.	Rosemary Trigg									
873.	Pauline Massey									
874.	Sheriell Karnes									
875.	Byron Caldwell									
876.	Matt Sikes									
877.	Vickie Wilson									
878.	Brenda Westmoreland									
879.	Gearlene Luttrell									
880.	Rick Leonard									
881.	Jennifer Bledsoe									
882.	Faye Bledsoe									
883.	Gary W. Ozment									
884.	Cole Smith									
885.	Sharon McMikle									
886.	Tabitha West									
887.	Thelma Tanksley									
888.	Bill Hampton									

889.	Judy Bowman	Above this line sent to newspaper		
890.	Janice Matthews			
891.	Christopher Matthews			
892.	Frances White			
893.	Harry White			
894.	Carolyn G. Harris			
895.	Tobi L. Swain			
896.	James D. Swain			
897.	Dean Pollard			
898.	Carletta Pollard			
899.	Jeff Ellis			
900.	Candace Ellis			
901.	Jackie Herndon			
902.	Dean Pollard			
903.	Wiley Hartzog	208 N. Ingram	380-6311	
904.	Mary Hartzog	208 N. Ingram	380-6311	
905.	Rick Childers	P.O. Box 302		
906.	Lynn Childers	P.O. Box 302		
907.	Logan Childers	P.O. Box 302		
908.	Stormie Childers	P.O. Box 302		
909.	Timothy Lett		576-4991	
910.	Darren Hyde	108 Albert Dr.	380-3343	
911.	Sherrie Ward	108 Albert Dr.	471-1107	
912.	Jacob Hyde	108 Albert Dr.	471-4157	
913.	Meghan Ward	108 Albert Dr.	471-1107	
914.	Emily Ward	108 Albert Dr.	471-1107	
915.	Larry Carroll	103 Oak	472-0606	
916.	Penny Johnson		471-4554	
917.	Steve Johnson		471-4554	
918.	Katie Johnson		471-4554	
919.	Chris Johnson		471-4554	
920.	Jim Woods	429 W. Salcedo	471-8716	
921.	Heather Woods	429 W. Salcedo	472-3513	

922.	James Woods	103 Salcedo	471-4659
923.	Maxine Woods	103 Salcedo	471-4659
924.	Steve Woods	108 Euclid	471-7118
925.	Linda Woods	108 Euclid	471-7118
926.	Marc Stevener	206 Ridge	471-8561
927.	Beverly Stevener	206 Ridge	471-8561
928.	Ellie Collum		380-0931
929.	Glen Collum		380-0948
930.	Victoria Collum		380-0931
931.	John Chittenden	109 Salcedo	380-2622
932.	Cheryl Chittenden	109 Salcedo	380-2622
933.	Ben Chittenden	109 Salcedo	380-2622
934.	Trey Hartzog	208 N. Ingram	380-6311
935.	Jennifer Hartzog	208 N. Ingram	380-6311
936.	Bob Porter		
937.	Norma Porter		
938.	Kenneth Pinkerton		
939.	Pam Pinkerton		
940.	Blake Pinkerton		
941.	Chris Pinkerton		
942.	Stephanie Aldrich		
943.	Megan Westrich		
944.	James Taylor		
945.	Joy Taylor		
946.	Melba Bonds		
947.	Tom Bonds		
948.	Amy McCord		
949.	Ralph E. Boyer		
950.	Mary Mitchell		
951.	Bill Mitchell		
952.	Keith Mothershead		
953.	Ruth Maxwell		
954.	Leland Maxwell		

955.	Melvin Belvin											
956.	Detsel Belvin											
957.	Rick Schuerenberg											
958.	Leah Schuerenberg											
959.	Donnie Burch											
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972.	Ed Jones											
973.	Gary McDonald											
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976.	Kathleen Jensen											
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984.	Velma Linam											
985.	Gary Harwood											
986.	Marie Harwood											
987.	Shay Warren											

988.	Dave Smith
989.	Carol Smith
990.	Amy Smith
991.	Louis Spivey
992.	Niva Spivey
993.	Karen Recker
994.	Ted Recker
995.	T.J. Silverthorn
996.	Ruby Silverthorn
997.	Jean Trotter
998.	James Trotter
999.	Jared Brewer
1000.	James E. Brewer, Jr.
1001.	Charles Cheatham
1002.	Beverly Cheatham
1003.	Emma Brewer
1004.	Dr. Anthony Soriente
1005.	Elizabeth Brewer
1006.	Viola Brewer
1007.	Mark Ahlvin
1008.	Mike Hill
1009.	Kim Hill
1010.	Patricia Lewis
1011.	John Culbertson
1012.	Tom Staggs
1013.	Scott Sutton
1014.	Joann King
1015.	Raymond Greer
1016.	???? Stallings
1017.	Cal Parr
1018.	Charles Rose
1019.	Bill Jobe
1020.	Mike Ralph

1021.	John Sailors											
1022.	Anne Woodard											
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1030.	Ronda Marshall											
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1039.	Joyce Wollenburg											
1040.	Pastor A.J. Wollenburg											
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1042.	Floyd Underhill, Jr.											
1043.	Belinda Underhill											
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1053.	Chris Kogler											

1054.	Evelyn Teachout			
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1056.	Karen Fortman			
1057.	Susan Grogan			
1058.	Sheila Gunter			
1059.	Spurlin Nelson, Jr.			
1060.	Sherry E. Nelson			
1061.	Matthew Nelson			
1062.	Jonathan Nelson			
1063.	Benjamin Nelson			
1064.	Shannon Nelson			
1065.	W.A. Mills			
1066.	Mary E. Mills			
1067.	Sarah B. Nelson			
1068.	Tammy Coleman			
1069.	Tom Coleman			
1070.	Hunter McClain			
1071.	Scott McClain			
1072.	Linda McClain			
1073.	Judy Rodgers			
1074.	Tim Rodgers			
1075.	Jamie Rodgers			
1076.	James Rodgers			
1077.	Jeff Johnson			
1078.	Christi Johnson			
1079.	Rob Rodgers			
1080.	Leslie Rodgers			
1081.	Martha Kiesling	449 N. Ingram	471-7227	
1082.	Judi Thatcher	408 Dacus Dr.	471-8538	
1083.	Vanetta Sindle	2014 Kentucky	471-6718	
1084.	Steve Kuper	21625 State Hwy J, Malden	(573) 276-2936	
1085.	Paul Lewis		472-5245	
1086.	Wendy L. Metzinger	319 Nancy Dr.	472-7840	

1087.	Marilyn L. Sedgwick	319 Nancy Dr.	472-7840
1088.	B. Scott Kiesling	449 N. Ingram	471-0882
1089.	William Cobb	629 Odas, Jackson	472-5242
1090.	Ronnie Dirnberger	308 Southbrook, Chaffee	(573) 887-3351
1091.	Andrew Ormsby	312 N. Ranney	472-1265
1092.	Sharon Hodgkiss		
1093.	Wanda E. Keasler		
1094.	Brenda Williams		
1095.	Ron Williams		
1096.	Jim Blanchard		
1097.	Dianne Blanchard		
1098.	Gayle Baker		
1099.	Allen Baker		
1100.	Michael Price		
1101.	Jim Barnhart		
1102.	Karen Barnhart		
1103.	Sherrie Barbre		
1104.	Shelley Wiese		
1105.	Marshall McTigue		
1106.	Dennis Stafford		
1107.	Cynthia Stafford		
1108.	Miles Reece		
1109.	Julie Reece		
1110.	John Wilson, Jr.		
1111.	Jan Wilson		
1112.	Mamie Williams		
1113.	Cole Williams		
1114.	Rick Williams		
1115.	Trey Wilson		
1116.	Joy Whitten		
1117.	John Whitten		
1118.	Darrell Nichols		
1119.	Kathie Cowan		

1120.	Dorothy Limbaugh											
1121.	Freedie Ayers											
1122.	Heather Phillips											
1123.	Gary Phillips											
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1125.	Brenda Held											
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1153.	Ashley Smith												
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1185.	Mark Jones												

1186.	Marie Harper											
1187.	Perry Holt											
1188.	Leonard Robinson											
1189.	Brandy Parr											
1190.	George Parr											
1191.	Nina White											
1192.	Jerry White											
1193.	Hazel Shrull											
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1197.	June Morgan											
1198.	Lena Wood											
1199.	Randall Shrull											
1200.	Wm. H. Stover, Jr.											
1201.	Helen Stover											
1202.	Wayne Angle											
1203.	Wanda Angle											
1204.	Melinda Dixon											
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1206.	Charlotte Allred											
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1209.	Max Tucker											
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1215.	Wilbur Wheeler											
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1220.	Stephanie Grubbs											
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1222.	Jo Anderson											
1223.	Elizabeth Hultz											
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1226.	John Hankins											
1227.	Richard Adams											
1228.	Bruce Flint											
1229.	Bea Flint											
1230.	Chase Flint											
1231.	Molly Adams											
1232.	Barbara Webb											
1233.	Donald Webb											
1234.	Carla Marsh											
1235.	Stuart Marsh											
1236.	Cynthia Freeland											
1237.	Greta Davis											
1238.	Marilyn L. Grant											
1239.	Sarah Ponder											
1240.	Robert Robinson											
1241.	Chris Himes											
1242.	Regis Robinson											
1243.	Tim Hart											
1244.	Teresa Arndt											
1245.	Jean Schumacher											
1246.	Phyllis Stonecipher											
1247.	Allan Stonecipher		Above this line sent to attorneys									
1248.	Kathryn Hamra											
1249.	Millton Hamra											
1250.	Cara Hamra		City of Sikeston's Names above this line									
1251.	Brenda Heeb											

1252.	Dan Heeb											
1253.	Erica Vandeven											
1254.	Randal J. Vandeven											
1255.	Barbara A. Simpson											
1256.	Danny R. White											
1257.	Christopher Johnson											
1258.	Dianna Johnson											
1259.	James E. Snider											
1260.	Georgia L. Snider											
1261.	Jerry Schlitt											
1262.	Jerry Ayers											
1263.	Paulla Jones											
1264.	Doris Parker											
1265.	Charles Parker											
1266.	Sandra Minton											
1267.	Jerry Williams											
1268.	Anna Williams											
1269.	Edith Chaney											
1270.	Donald J. Rievley											
1271.	Betty Rievley											
1272.	Les Glastetter											
1273.	Connie J. Mills											
1274.	Mike Mirly											
1275.	Debbie Mirly											
1276.	Geoff Mirly											
1277.	Charles Dumey											
1278.	Deb Sadler											
1279.	Mildred Chapman											
1280.	Brandon Garrett											
1281.	Cheryl Nance											
1282.	Mitch Wood											
1283.	Marlene Scherer											
1284.	Kristy L. Unger											

1285.	Bruce Fox													
1286.	Jennifer Fox													
1287.	Jonathan Fox													
1288.	Meghan Fox													
1289.	Christina Fox													
1290.	Lendy Wiggins													
1291.	Elizabeth Wiggins													
1292.	Ken Cummins													
1293.	Larry Baker													
1294.	Marvin Seyer													
1295.	Joseph S. Bucher													
1296.	Daniel Jones													
1297.	Randall A. Smith													
1298.	Lindsey McKinley													
1299.	Dennis Graser													
1300.	Bill Howard													
1301.	Josh Cornmaw													
1302.	Michael Proctor													
1303.	David Flynn													
1304.	Kim Flynn													
1305.	Keith Mosley													
1306.	Darla Sneed													
1307.	David Buredrenett													
1308.	Gradon S. Davis, Jr.													
1309.	Ginger Edwards													
1310.	Joe Livingston													
1311.	Chad Jamieson													
1312.	Brittany Adams													
1313.	Joda Griggs													
1314.	Linda Harlacher													
1315.	Wes Howard													
1316.	A.J. Pobst													
1317.	Walter Keller													

1318.	Bonnie Rister											
1319.	Charles Sladek											
1320.	Casey Huzman											
1321.	Clarence Halter											
1322.	Steve Crippen											
1323.	Lisa Crippen											
1324.	Terry Cobb											
1325.	Cindy Cobb											
1326.	James L. Dohogne											
1327.	Mary L. Dohogne											
1328.	Dolores Baker											
1329.	Bruce Baker											
1330.	Earl Blattel											
1331.	Celina Roy											
1332.	Martha Seabaugh											
1333.	Alan Seabaugh											
1334.	Joan Burckhardt											
1335.	David J. Burckhardt											
1336.	Debbie Burckhardt											
1337.	Randy Martin											
1338.	Pam Foeste											
1339.	Simon Bennett											
1340.	Christopher Wood											
1341.	Joshua Petitt											
1342.	Dawn Ward											
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1344.	J.W. Groseclose											
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1348.	Jackie Fowler											
1349.	Susan Urhahn											
1350.	Nancy Tollison											

1351.	James Tollison											
1352.	Rev. Ralph J. Duffner											
1353.	Jeanette Wachter											
1354.	Christi Stevens											
1355.	Russell Puckett											
1356.	Robert Puckett											
1357.	Esther Reisenbichler											
1358.	E.H. Reisenbichler											
1359.	Scott Reisenbichler											
1360.	Della M. Brooks											
1361.	Delbert James											
1362.	Glenda Tuttleton											
1363.	Troy Knotts											
1364.	Jeannie Knotts											
1365.	Tonya Glency											
1366.	Bonnie Shelton											
1367.	Larry Shelton											
1368.	Mike Reisher											
1369.	Dennis Whitlow											
1370.	Shawn Foulk											
1371.	Michael Whitlow											
1372.	Edna Puckett											
1373.	Joanne Richards											
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1375.	Kim Spooner											
1376.	Bob Haggett											
1377.	Keith Curd											
1378.	Katy Hogan											
1379.	Claude Hogan											
1380.	Cathy Wolters Simmer											
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1384.	Kristina Nation											
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1403.	Anna Klipfel											
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1414.	Anna LeGrand											
1415.	Anna Glaus											
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1431.	LaDonna Scheffer											
1432.	Rodney Kirn											
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1438.	Morgan Kirkpatrick											
1439.	Cassie Fels											
1440.	Janice Madalon											
1441.	Kent Madalon											
1442.	Carol Hodge											
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1444.	Loraine Reischman											
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1448.	Michele Martin											
1449.	Dick Scheeter											

1450.	Richard Enderle											
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1463.	Anthony Musgrave											
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1469.	Vickie Griffin											
1470.	Arlene Harrell											
1471.	Loretta Mohorc											
1472.	Margaret Nation											
1473.	Carol A. Trost											
1474.	Sharlett A. Eftink											
1475.	Rodger Seyer											
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1477.	Clark Cossou											
1478.	Abby Cossou											
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1483.	Orilla Pobst												
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1491.	Ann Whistler												
1492.	Nan Charleston												
1493.	Pat Whistler												
1494.	Larry G. Glueck												
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1498.	Marie Elfrink												
1499.	Shawn Pobst												
1500.	Sherry Pobst												
1501.	Charlotte Surface												
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1507.	Marilyn Mott												
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1519.	Phyllis Bollinger												
1520.	Brenda Blevins												
1521.	Richard Scheffer												
1522.	Steven Glueck												
1523.	Anita Glueck												
1524.	Mrs. A.M. Essner												
1525.	Kim Glastetter												
1526.	Albert Eftink												
1527.	Martha Eftink												
1528.	Diane Cook												
1529.	Kenneth R. Cook												
1530.	Kenneth Davie												
1531.	Wilma Seyer												
1532.	Rebecca Eftink												
1533.	Charles Scheffer												
1534.	Natasha Fink												
1535.	Albert Fink												
1536.	Wayne Chapman												
1537.	Mary Chapman												
1538.	Olivia Williams												
1539.	Ann Whitfield												
1540.	Stella Tweed												
1541.	Lucille Schmitt												
1542.	Judi Eaker												
1543.	Diane Chapman												
1544.	Richard Vandeven												
1545.	Jacquelyn Vandeven												
1546.	John Williams												
1547.	Jennifer Williams												
1548.	Sarah Williams												

1549.	Alvin Vandeven											
1550.	Jennifer Vandeven											
1551.	Betty Vandeven											
1552.	Martin Eftink											
1553.	Jeanette Eftink											
1554.	Karen Schmitt											
1555.	Theon Schmitt											
1556.	Diane Glaus											
1557.	Keith Glaus											
1558.	Kenneth H. Lee											
1559.	Carol Lee											
1560.	Darren Lee											
1561.	Angela Deprow											
1562.	Sarah Hahn											
1563.	Frankie Ellis											
1564.	Aaron Hauzer											
1565.	Richard Sanders											
1566.	Darrell Chapman											
1567.	Aaron Horrell											
1568.	Herman Joe Ressel											
1569.	Doris Ressel											
1570.	Mary Jo Ressel											
1571.	Shirlee Michelsen											
1572.	Doris Eftink											
1573.	David Eftink											
1574.	Donald L. Schlitt											
1575.	Debbie . Schlitt											
1576.	Rosalia Friga											
1577.	Susan Dirnberger											
1578.	Jerry Lange											
1579.	Holly M. Dirnberger											
1580.	Carol Dirnberger											
1581.	Tami Rendleman											

1582.	Susan Diebold											
1583.	David Diebold											
1584.	Tim Beussink											
1585.	Darrin J. Tenkoff											
1586.	Judy Pobst											
1587.	Lucy A. Brindley											
1588.	Rosemary Bryeans											
1589.	Gaylon Bryeans											
1590.	Agnes Moore											
1591.	Mary Lou Dell											
1592.	Marietta Graviett											
1593.	J.R. Eftink											
1594.	Linda Arnold											
1595.	Kaye Lange											
1596.	John Asmus											
1597.	Mark Asmus											
1598.	David Asmus											
1599.	Carolyn S. Asmus											
1600.	Clayton Scherer											
1601.	Linda Wheeler											
1602.	Michael Wheeler											
1603.	Linda Watkins											
1604.	Don Watkins											
1605.	Rebecca McConnell											
1606.	Eddie McConnell											
1607.	Michael Spencer											
1608.	Melissa Spencer											
1609.	Joan Spencer											
1610.	Joseph F. Crader											
1611.	Daniel Hahn											
1612.	Danielle Krapf											
1613.	John Bertrand											
1614.	Jodi McKay											

1615.	Glen Beussink											
1616.	Carol Beussink											
1617.	Robin Watkins											
1618.	James Watkins											
1619.	Kim Kluesner											
1620.	Rita M. Ressel											
1621.	Margaret A. Blattel											
1622.	Paula Hatfield											
1623.	Larry Hatfield											
1624.	Carolyn J. Tenkhoff											
1625.	Jere D. Tenkhoff											
1626.	Brandy Hicks											
1627.	Layton Emerson											
1628.	Robin Emerson											
1629.	Melody Emerson											
1630.	Brandi Emerson											
1631.	Gregg Ourth											
1632.	Curtis Caldwell											
1633.	Pam Caldwell											
1634.	Bob Dennis											
1635.	Gracie Dennis											
1636.	Vicky Baker											
1637.	Tiffany Glastetter											
1638.	Natalie Glastetter											
1639.	Lance Dannenmueller											
1640.	Samantha Schrum											
1641.	Victoria Senciboy											
1642.	Ron Carr											
1643.	Chris Brindley											
1644.	Dylan Adams											
1645.	Crey Wink											
1646.	Kristal Madigan											
1647.	Kim Shy											

1648.	Jennifer Sadler
1649.	Tim LeGrand
1650.	Omer Hodges
1651.	John Boaun
1652.	Jerrie Milam
1653.	Molly Webb
1654.	Jessica Webb
1655.	Beth Phillips
1656.	Jon Mosser
1657.	Mac McConnell
1658.	Molly McConnell
1659.	Cindy Romas
1660.	Klayton Kye
1661.	Ed Evans
1662.	Stella Web
1663.	Donna Pobst
1664.	Kristin Pettit
1665.	Sandra Hahn
1666.	Tom Kluesner
1667.	Malinda Priggel
1668.	Josh Glueck
1669.	John Harth
1670.	Martha Curtis
1671.	Dorothy Glaus
1672.	Betty Glaus
1673.	Rita Kluesner
1674.	Charlotte Whitworth
1675.	Belinda Tetley
1676.	Wade Sanders Jr.
1677.	JoDonna Schwepker
1678.	Meghan Tetley
1679.	Maria Glaus
1680.	Carla Adams

1681.	Lawrence K. Rodgers											
1682.	Taylor Rodgers											
1683.	Sherry Montgomery											
1684.	Lori St. Cin											
1685.	Jessica Hollis											
1686.	Samantha May											
1687.	Peggy Lee											
1688.	Neal Rogers											
1689.	Sally Rogers											
1690.	Lois Chapman											
1691.	Donald Gibbons Jr.											
1692.	Jon R. Limbaugh											
1693.	Barbara L. Limbaugh											
1694.	Imogene Dumey											
1695.	Siddie Swain											
1696.	Richard Nation											
1697.	John Nation Jr.											
1698.	Judy Enderle											
1699.	Maxine Scott											
1700.	Mike Nation											
1701.	David Dohogne											
1702.	Bud Haislip											
1703.	Denise Haislip											
1704.	Susan Hester											
1705.	Ruby Hester											
1706.	Cornelius Heisserer											
1707.	Thresa Halter											
1708.	Alene Barlow											
1709.	Ethel Patterson											
1710.	Carrie Winchester											
1711.	Jeffery Cabaniss											
1712.	Tracy Malone											
1713.	Christina Cook											

1714.	Brandon Garrett											
1715.	Truman Garrett											
1716.	Joe Garrett											
1717.	Daisy J. Ross											
1718.	Sylvia Stapp											
1719.	Doris Ward											
1720.	Helen Evans											
1721.	Carolyn Stidham											
1722.	Gean Knotts											
1723.	Tori Wiseman											
1724.	Clyde Elfrank											
1725.	Sara Wade											
1726.	Helen Chinem											
1727.	Dorothy Stroder											
1728.	Catherine Ward											
1729.	Florence Emerson											
1730.	Eloise Moore											
1731.	Patricia Jackson											
1732.	Arabella Stike											
1733.	Rosa Ella Goehman											
1734.	Chris O'Gara											
1735.	Louise Tefertiller											
1736.	Phillip Groves											
1737.	Mike Newman											
1738.	Greg Noyes											
1739.	Leon Phillips											
1740.	Gary Klein											
1741.	Donnie McAlister											
1742.	John Sallon											
1743.	Abner McCoy											
1744.	John Hart											
1745.	Melvin Hickman											
1746.	Linda Taylor											

1747.	Terry Elfrink												
1748.	James R. Phillips												
1749.	Matt McBride												
1750.	Jesse Pobst												
1751.	Jeremy Baker												
1752.	Chris Holland												
1753.	William Dowdy												
1754.	Larry J. Hart, Jr.												
1755.	Frank Killion												
1756.	Antonio Rungel												
1757.	Rickey Mixon												
1758.	Josh Diebold												
1759.	Mark Unger												
1760.	Steve Gregory												
1761.	Charles Sallee Jr.												
1762.	Patrick D. Young												
1763.	Jim Pharris												
1764.	Larry Gammons												
1765.	Kenneth Wortex												
1766.	Lonnie Gammons												
1767.	Ritchie Spies												
1768.	Shawn Spies												
1769.	Jennifer Spies												
1770.	Robyn VanGennip												
1771.	Cody VanGennip												
1772.	Autumn VanGennip												
1773.	Michele Huffman												
1774.	Mick Eftink												
1775.	Austin Huffman												
1776.	Lavern Ballard												
1777.	Beatrice Dudley												
1778.	Ruby Eichhorn												
1779.	J.T. Cotner												

1780.	Myra J. Asmus										
1781.	Dolores Slaughter										
1782.	Margaret Miller										
1783.	Elisabeth Gibbons										
1784.	Donald Gibbons										
1785.	James Abner										
1786.	Glenn Pobst										
1787.	Mark Anderson										
1788.	Kim Watkins										
1789.	Margaret P. Nelson										
1790.	Floy W. Marvel										
1791.	Michael Rhodes										
1792.	Coy Cochran										
1793.	Don Rhodes										
1794.	Louanna Rhodes										
1795.	Chaylon St. Cin										
1796.	Lauren Nenninger										
1797.	Jamie Pemberton										
1798.	Robert Pemberton										
1799.	Monica Gentery										
1800.	J.J. Gentery										
1801.	Ron Phillips										
1802.	Alex Losser										
1803.	Nolan Urhahn										
1804.	Nancy Naeve										
1805.	Ron Naeve										
1806.	Verla Naeve										
1807.	Sahsahna Ramsey										
1808.	Melvin Minks										
1809.	Brittany Menz										
1810.	Jaclyn Williams										
1811.	Barbara Elfrink										
1812.	Kenneth Elfrink										

1813.	Charles Huey
1814.	Rose Myers
1815.	Jimmie Myers
1816.	Jason Weaver
1817.	Wendy Lawson
1818.	Michelle Sadler
1819.	Roberta Brandon
1820.	Andy Sadler
1821.	Jack Sadler
1822.	Tana Propst
1823.	Jacob Shy
1824.	Chelsea Shy
1825.	Leonard J. Cook
1826.	Kent J. Scheeter
1827.	Mary Ann Cobb
1828.	Jason Keller
1829.	Nicholas C. Cook
1830.	Ed Wagoner
1831.	Rick Hunt
1832.	Everett Hink
1833.	Rocky Rainey
1834.	Donna Hendershott
1835.	Joey Brooks
1836.	Mark Schultz Jr.
1837.	Jan Seabaugh
1838.	Randy Horrell
1839.	Lacey Lesch
1840.	Sonny Freeman
1841.	Eve Shaw
1842.	Jackie Jackson
1843.	Patricia Hunter
1844.	A. Craven
1845.	Velda Witt

1846.	Kathy Enderle											
1847.	Hope Huey											
1848.	Pat Lizenbee											
1849.	Merlene Whorton											
1850.	Jean Bounds											
1851.	Joanne LeGrand											
1852.	Mejae Summuee											
1853.	Danny Rous											
1854.	Virginia Seyer											
1855.	Donald Williams											
1856.	Charles Foulk											
1857.	Alan Pendergrass											
1858.	Judi McMullin											
1859.	Pam Martin											
1860.	Elane Eaton											
1861.	John Moxley											
1862.	Steve Wall											
1863.	Robert A. Moore											
1864.	Ronald L. Diebold Sr.											
1865.	Margaret Jackson											
1866.	Dolores Lange											
1867.	Vincent Dirnberger											
1868.	Pete Kluesner											
1869.	David W. Moore											
1870.	Sharon Schlitt											
1871.	Stephanie Hahn											
1872.	Stacey Bertrand-McIntosh											
1873.	Sherri DeBrock											
1874.	Sharon Gibbons											
1875.	Richard A. Ivester Jr.											
1876.	Cindy Murray											
1877.	Barbara Bollinger											
1878.	Judi Younger											

1879.	Elaine Laws												
1880.	Faith Wilsey												
1881.	Amber Turner												
1882.	Margaret Blattel												
1883.	Donna Albee												
1884.	Bennie McClain												
1885.	Jeannie Bollinger												
1886.	J.R. Limbaugh												
1887.	Paul Simmons												
1888.	Hermine Simmons												
1889.	Connie McAnally												
1890.	Chris Wilsey												
1891.	Terra Mims												
1892.	Florence Anderson												
1893.	Gene Hanselman												
1894.	Shirlee Michelsen												
1895.	Virginia Robert												
1896.	Lloyd Michelsen												
1897.	Alisha Lacy												
1898.	Donald Harris												
1899.	Freddie Cortez												
1900.	Brenda Rhodes												
1901.	Amanda Eftink												
1902.	Jenny Collins												
1903.	Tina Sensiboy												
1904.	Erma Wagoner												
1905.	Nancy Abernathy												
1906.	James Abernathy												
1907.	Charlotte Eftink												
1908.	Kristin Roberts												
1909.	Danny Dunning												
1910.	Jerome Harris												
1911.	Patty Cope												

1912.	Mary Cope											
1913.	Ray Griffin											
1914.	Samantha Bonner											
1915.	Chuck Williams											
1916.	Damon Burks											
1917.	Mark Wilsey											
1918.	Corey Nenninger											
1919.	Roy Bairrt											
1920.	Joe Webb											
1921.	Terry Hancock											
1922.	Robert Williams											
1923.	Jeanie Hobbs											
1924.	Janice Hanselman											
1925.	Chris Eakin											
1926.	Heather Eakin											
1927.	Jimmy Brown											
1928.	Jacob F. Higgins											
1929.	Rick King											
1930.	Vicki Bivens											
1931.	David Foster											
1932.	Stephanie Gross											
1933.	Tammy Seyer											
1934.	Kendel Hodge											
1935.	Kendall Cope											
1936.	Kimberly Cope											
1937.	Ellen Kiefer											
1938.	Holly Limbaugh											
1939.	Tara Roslen											
1940.	Klayton Kyle											
1941.	Chris Asmus											
1942.	Brandy Hicks											
1943.	Megan Chapman											
1944.	Sandra Hibdon											

1945.	John Neal
1946.	Harry Pigg
1947.	Larry Pigg
1948.	Margaret Klipfel
1949.	Kevin Klipfel
1950.	Raymond Klipfel
1951.	Debbie Flanigan
1952.	Wayne Flanigan
1953.	Norman Gribler
1954.	Eugene Glastetter
1955.	Rella Glastetter
1956.	Aaron Glastetter
1957.	David Griffin
1958.	Marge Blattel
1959.	Larry Mott
1960.	Stanley A. Hahn
1961.	Dimple Hindman
1962.	Oleta Kaye Camp
1963.	Kathleen Lagrand
1964.	Ray Dowd
1965.	Patricia Nordin
1966.	Kimberly Kennedy
1967.	Rhonda White
1968.	Neil Glass
1969.	Kelly Spies
1970.	Sue Rinehart
1971.	Shawn Jobe
1972.	Rita Hicks
1973.	Tonya Anglin
1974.	Terry Stephens
1975.	Scott Varney
1976.	Lori Varney
1977.	Jen Camp

1978.	Sequoyah Colbert
1979.	Roger Brown
1980.	James Jobe
1981.	Gregory Jobe
1982.	Kathy Jobe
1983.	Cindy Wilson
1984.	Dortha White
1985.	Steven Enderle
1986.	Tom Foulk
1987.	Betty Walton
1988.	Elgin Walton
1989.	Tamara Wyatt
1990.	David Kinsey
1991.	Ronald Wilhite
1992.	Alvie Surface
1993.	G.Crowden
1994.	Betty Pearman
1995.	Roy Wilhite
1996.	Mildred Wilhite
1997.	Nathaniel Miller
1998.	Carol Gribler
1999.	Albert Pearman
2000.	Sharon Gibbons
2001.	April Turner
2002.	Wayne Turner
2003.	Tina Jones
2004.	Joan Seabaugh
2005.	Myrtle Slack
2006.	Virginia Proffer
2007.	Mary Stevens
2008.	Jason Hackler
2009.	Pamela Olsen
2010.	April McBride

2011.	Russell Rushing											
2012.	Judy Rushing											
2013.	Alex W. Couch											
2014.	Jeremy Patterson											
2015.	Angela Lunsford											
2016.	Rose Kinder											
2017.	Henrietta Lands											
2018.	Shawn Riegert											
2019.	Joshua Butcher											
2020.	Keri Markwood											
2021.	Sarah Daniels											
2022.	Edward Wells											
2023.	Margaret Simpson											
2024.	Wanda Cruz											
2025.	Carlene Gilliland											
2026.	Treasie Whorton											
2027.	Michael Dooley											
2028.	J.L. Backfisch											
2029.	Christina Eichhorn											
2030.	Shanna Thiele											
2031.	David Fletcher											
2032.	Clifford Pobst											
2033.	Sue Reddish											
2034.	Pattie Friga											
2035.	M. Pobst											
2036.	Nick Swinford											
2037.	Tina Pobst											
2038.	Ginny Ruiz											
2039.	Barbara Arnold											
2040.	Williard Thiele											
2041.	Randall Hibdon											
2042.	Sandra Hibdon											
2043.	Michael Mann											

2044.	Sandra Reddick												
2045.	David Barbores												
2046.	Neeley Bollinger												
2047.	Mike Davis												
2048.	Matt Johnston												
2049.	Billie Shepherd												
2050.	Sarah Holderfield												
2051.	Michael Donahue												
2052.	Carol Mitchem												
2053.	Daniel Noble												
2054.	Dennis Rose												
2055.	John Swinford												
2056.	Lori Whistler												
2057.	James Whistler												
2058.	Edith Donohue												
2059.	Krystal Barberis												
2060.	Mary Warren												
2061.	Steven Reams												
2062.	Hazel Reams												
2063.	Jeff Thomason												
2064.	Kathy Thomason												
2065.	Laura Ackerman												
2066.	Jeff Mann												
2067.	Frank Zimmerman												
2068.	Tonya Meuir												
2069.	Jeff Meuir												
2070.	Sonya Westrich												
2071.	Bruce Westrich												
2072.	Jonathan Hendrix												
2073.	Debra Eichhorn												
2074.	Don Burks												
2075.	Barb Davis												
2076.	Shawna Wyatt												

2077.	Louis Reinsenbichler											
2078.	Corey Brown											
2079.	Michelle Pierce											
2080.	Norman Ticer											
2081.	Kathy Moyers											
2082.	Paula McAlister											
2083.	Jody McAlister											
2084.	Albert Garner											
2085.	Chris Corey											
2086.	Lindsay Chasteen											
2087.	Craven Morehead											
2088.	Debbie Roslen											
2089.	Michael Rutherford											
2090.	Andy Terhune											
2091.	Ariania McClellan											
2092.	Jacob Shrum											
2093.	Jordan Smith											
2094.	Marvin Jenkins											
2095.	Jessica McGuire											
2096.	Billy Burke											
2097.	Kathryn Miller											
2098.	Malissa Powell											
2099.	Gary W. Jones											
2100.	Susan Pobst											
2101.	Charles Parker											
2102.	Anna Edwards											
2103.	Susan Slinkard											
2104.	David Slinkard											
2105.	Fred Neal											
2106.	Cleda Curtis Neal											
2107.	Katie Chasteen											
2108.	Earl Chasteen											
2109.	Morris Hahn											

2110.	Tom Cunningham											
2111.	Norman Blattel											
2112.	Mary Jackson											
2113.	Kimberly Stevens											
2114.	Chelsie Welker											
2115.	Dewaine Shaffer											
2116.	Bill Kesee											
2117.	Kelly Barney											
2118.	Jessica Diebold											
2119.	Brittney Diebold											
2120.	Debbie Smith											
2121.	Kurt Pfefferkorn											
2122.	Amie Venable											
2123.	Andy Welch											
2124.	Barbara Bartels											
2125.	Lanson Debrock											
2126.	Adam Vickery											
2127.	Leslie Compass											
2128.	Russell Rister											
2129.	Gayle Wright											
2130.	Norma VanGennip											
2131.	Myrime Morrill											
2132.	Alvina Compass											
2133.	Jerry Pito											
2134.	Shirley Patatte											
2135.	Jeryl Slinkard											
2136.	Trevor Kirn											
2137.	Lynna Drury											
2138.	Dee McCoy											
2139.	Carolyn Hinkle											
2140.	C. Hinkle											
2141.	Connie Drury											
2142.	Paul Charleston											

2143.	Joe Rice												
2144.	Danielle Keith												
2145.	Ronald Eichhorn												
2146.	Mike Sadler												
2147.	Danny Thiele												
2148.	Rick Vandeven												
2149.	Gary Graf												
2150.	Brad Uhrhan												
2151.	Jennifer Penrose												
2152.	Kathleen Kessee												
2153.	Jamie Burger												
2154.	Kathryn Richards												
2155.	Mike Davis												
2156.	Brad Whitlock												
2157.	Coradell Mitchell												
2158.	Brett Keller												
2159.	Delmer Horman												
2160.	Ron Watson												
2161.	Blaine E. Blaylock												
2162.	James Phegley												
2163.	David H. Heath												
2164.	Virginia Miller												
2165.	Bill Mabrey												
2166.	Jennifer L. Hampton												
2167.	Katrina Warren												
2168.	Jef Eftink												
2169.	Karla Pfefferkorn												
2170.	Ed Engle												
2171.	Peggy Jones												
2172.	James Peel												
2173.	Bill Brooks												
2174.	Steven Keller												
2175.	Darrin Lacy												

2176.	Megan Griffin											
2177.	Clint Stroder											
2178.	Sahsahna Ramsey											
2179.	John Withrow											
2180.	Lora Missey											
2181.	Krista Mouser											
2182.	C. Montgomery											
2183.	W. Montgomery											
2184.	S. Lovewell											
2185.	M. Lovewell											
2186.	Mary Ann Hennecke											
2187.	Adella C. Frank											
2188.	Carolyn Crites											
2189.	Glen Crites											
2190.	Kelley Swain											
2191.	Charlotte Dirnberger											
2192.	Steve Felty											
2193.	Angela S. Coomer											
2194.	Mike Jobe											
2195.	Steve Benton											
2196.	Carla Jo Wills											
2197.	Donald Bradley											
2198.	DeLola Campbell											
2199.	Karen Senciboy											
2200.	Tina Warren											
2201.	Dereck Spencer											
2202.	Ron Senciboy											
2203.	Pam Eichhorn											
2204.	Bonnie Harmon											
2205.	Charlotte Mann											
2206.	Ben Kennedy											
2207.	Amy Holmes											
2208.	Charles W. Edmundson											

2209.	Megan McNeely											
2210.	Tim Cotton											
2211.	Kayleigh Parker											
2212.	Robert Lange											
2213.	Kurt Knuckles											
2214.	George Davis											
2215.	Mitchell Dickerson											
2216.	Jessica Rainey											
2217.	Errika Berry											
2218.	Vivian Bradley											
2219.	Kiersten Petitt											
2220.	Jake Petitt											
2221.	Cody Browne											
2222.	Ryan Harper											
2223.	Paula Yount											
2224.	Dewain Rains											
2225.	Danny Rains											
2226.	Leslie Swigart											
2227.	LeAnn Knuckles											
2228.	Joe Fray											
2229.	Josh Petitt											
2230.	Kim Porter											
2231.	Katie Thelmes											
2232.	Betty Essner											
2233.	Larry Essner											
2234.	Miranda Puckett											
2235.	M. Griffin											
2236.	Kim Pennington											
2237.	W.G. McFerron											
2238.	Dan Parker											
2239.	Tammy Rodgers											
2240.	Bryan Simpson											
2241.	Samantha Schaefer											

2242.	Marcus Schaefer											
2243.	Vickie Schaefer											
2244.	Brandy Schaefer											
2245.	Marilyn Benton											
2246.	Jane Cook											
2247.	Gary McLain											
2248.	Amanda Corneal											
2249.	R. Dumey											
2250.	Mike Brown											
2251.	Kevin Binder											
2252.	James Bentley											
2253.	Jacob T. Hampton											
2254.	Vivian Bradley											
2255.	Dorothy Renaud											
2256.	Sherry Jackson											
2257.	Theresa Wiggins											
2258.	Judy Pobst											
2259.	Cindy Priggel											
2260.	Anna Wicker											
2261.	David Hicks											
2262.	Jim Jobe											
2263.	Bob Shaw											
2264.	Lydia Wilsey											
2265.	Lill Gilbreath											
2266.	April Martinez											
2267.	Ryan Trankler											
2268.	Jon Morrow											
2269.	Dylan Adams											
2270.	Andrea Woodfin											
2271.	Lisa Mills											
2272.	Bridgett Kielhofner											
2273.	Amy Ressel											
2274.	Melissa Gravitt											

2275.	Jeanette Spies												
2276.	Michael Spies												
2277.	Nancy Spies												
2278.	Raymond Spies												
2279.	Rick Whitworth												
2280.	Lana Whitworth												
2281.													
2282.													
2283.													
2284.													
2285.													
2286.													
2287.													
2288.													
2289.													
2290.													

[redacted]

[redacted]

[redacted]

CONTAINS COLOR IMAGES

Before The
Surface Transportation Board

RECEIVED AUG - 2 2006

STB Finance Docket No. 34672

UNION PACIFIC RAILROAD COMPANY
-- ACQUISITION AND OPERATION EXEMPTION --
LINE OF THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

LETTER

159 Bluebird Lane
Chaffee, Missouri 63740
July 28, 2006

The Honorable Vernon A. Williams
Secretary
The Surface Transportation Board
1925 K Street, N.W.
Washington, D.C 20423-0001

Re: Notice Finance Docket No. 34672; Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company

Attached is a petition to the STB signed by ten individuals from six families who would be very adversely and irreparably affected if the STB approves Union Pacific's Petition for Acquisition and Operation Exemption of the line of the Burlington Northern and Santa Fe Railway Company between Rockview and Sikeston, Missouri.

The petition states: "**We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. *Our only access to our homes is across a private railway crossing.* If UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.**"

In the filing by Union Pacific Railroad Company, Union Pacific requested that the Surface Transportation Board exempt UPRR's proposed acquisition and operation of the BNSF line from Rockview, Missouri to Sikeston, Missouri from 49 U.S.C. 11323 pursuant to 49 U.S.C. 10502. UPRR states: "Under 49 U.S.C. 10502, however, this acquisition should be exempt from regulation. UPRR's acquisition of the Line will promote several elements of the rail transportation policy of 49 U.S.C. without running afoul of any." Later in the filing, UPRR again states that "The acquisition will promote

significant provisions of the rail transportation policy and will not run counter to any goals of this policy."

49 U.S.C. 10502 states "...the Board, to the maximum extent consistent with this part, shall exempt a person, class of persons, or a transaction or service whenever the Board finds that the application in whole or in part of a provision of this part -

(1) is not necessary to carry out the transportation policy of section 10101 of this title;

Sec. 10101 states "Rail transportation policy

In regulating the railroad industry, it is the policy of the United States Government –

(8) to operate transportation facilities and equipment without detriment to the public health and safety;"

Union Pacific Railroad Company left out of their filing application any mention of this policy 10101(8). If UPRR receives approval for this acquisition, it will be to the detriment of the public health and safety of people along the proposed acquisition.

My family's health and safety will be detrimentally affected by this acquisition. We have only one route onto our property, which is located between Chaffee, Missouri and Oran, Missouri and borders the track being proposed for acquisition. The increased train traffic would make it more likely that our private railroad crossing would be blocked should the need arise for police, ambulance, or fire emergency vehicles to access our property. We are already experiencing blockages of 45 minutes to over two hours on our only exit with just the addition of the Union Pacific coal trains that have been added to this route following the STB's approval of FD#34513. This is unacceptable.

Five other families along this stretch of track are in the same situation of only having a single access road to their homes with that access being across the railroad tracks. Each of these families has signed the attached petition.

Attached are aerial (from Google Earth) and ground level color photos of the crossings and properties that are affected by this issue. On aerial photos the green area to the east are wooded hills, blocking exit to the east for each family. Exits to the north and south are blocked by adjacent private land ownership. This leaves the only exit for all these families to the west across the railroad tracks and then connecting to State Highway 77.

Thank you.

Sincerely yours,

Brenda Heeb

Brenda Heeb

APPENDIX

Exhibit 1 – Petition to the STB signed by members of the Heeb, Johnson, Snider, Simpson, Vandeven, and White families

Exhibit 2 – Aerial photograph showing two private crossings – crossing #1 for Johnson and Snider families, and crossing #2 for Simpson, Vandeven, and White familes

Exhibit 3 – Aerial photograph showing private crossings for Heeb family

Exhibit 4 – Ground level photo of crossing for Johnson and Snider families

Exhibit 5 – Ground level photo of crossing for Simpson, Vandeven, and White families

Exhibit 6 – Ground level photo of crossing for Heeb family

EXHIBIT 1

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. Our only access to our homes is across a private railway crossing. If UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.

NAME (PRINT)	SIGNATURE	ADDRESS
Brenda Heeb	Brenda Heeb	159 Bluebird Lane Chaffee, MO 63740
Dan Heeb	Dan Heeb	159 Bluebird Lane Chaffee, Mo. 63740
Erin Vandeven	Erin Vandeven	10914 Hwy 77 Chaffee MO 63740
	Randal J. Vandeven	10914 Hwy 77 Chaffee Mo 63740
Barbara A Simpson	Barbara A. Simpson	10916 Hwy 77 Chaffee, MO 63740
DANNY R. White	Danny R. White	10912 Hwy 77 Chaffee Mo. 63740
Christopher Johnson	Christopher Johnson	11014 STATE Hwy 77 Chaffee MO 63740
Dianna Johnson	Dianna Johnson	11014 St Hwy 77 Chaffee MO 63740
JAMES E SNIDER	James E. Snider	11012 state Hwy. 77 Chaffee, Mo. 63740
Georgia L Snider	Georgia L Snider	11012 St-Hwy. 77 Chaffee mo. 63740

EXHIBIT 2

Pointer 37°09'07.73" N 89°40'25.28" W elev 328 ft
Streaming 100%
© 2006 NavTeq
Google
Eye alt 3278 ft

EXHIBIT 3
Pointer 37°07'34.07" N 89°40'35.28" W elev 333 ft
N
W
E
S
Streaming 100%
Eye alt 1914 ft
Google
© 2009 NAVTEQ

STOP
EXHIBIT 4

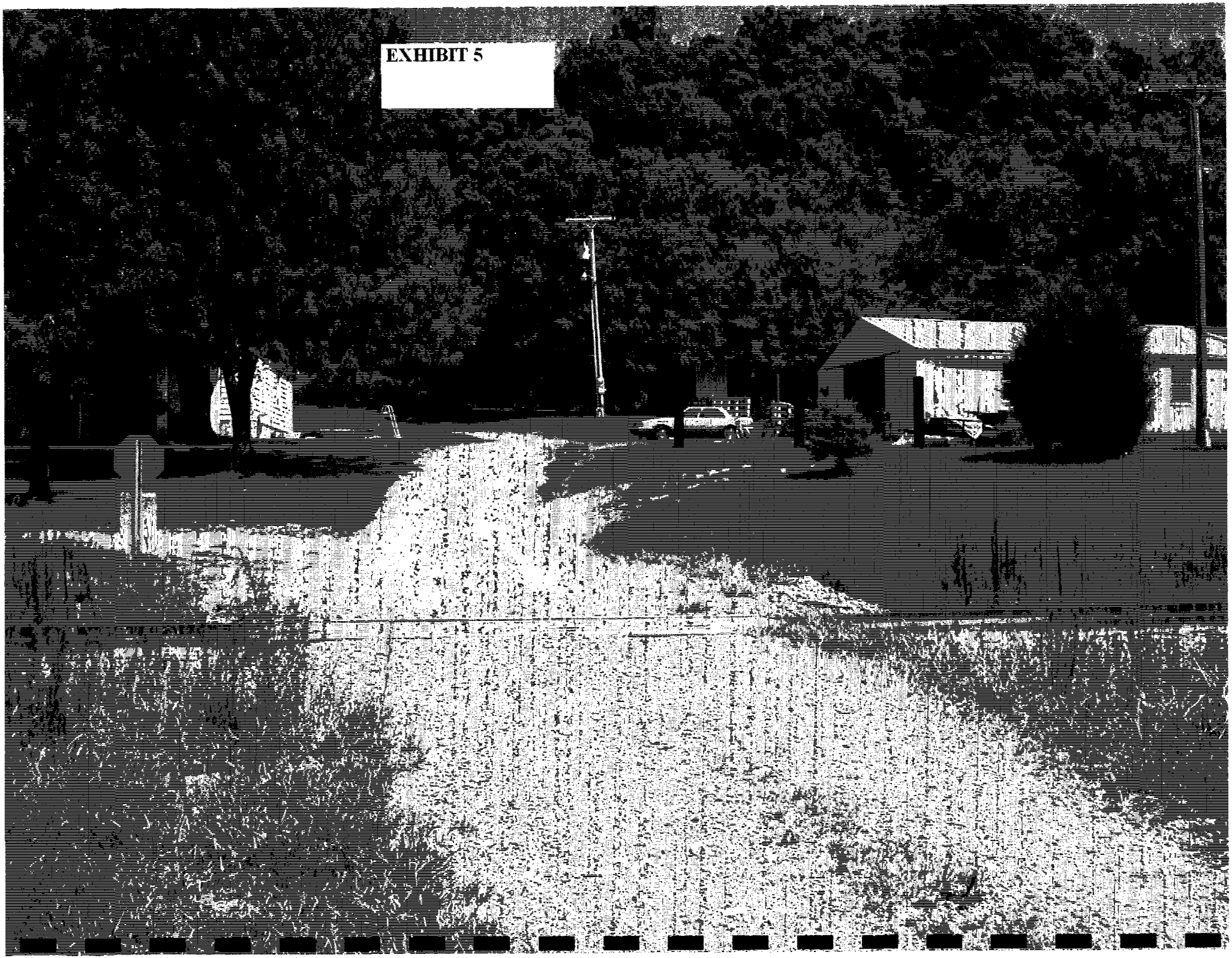
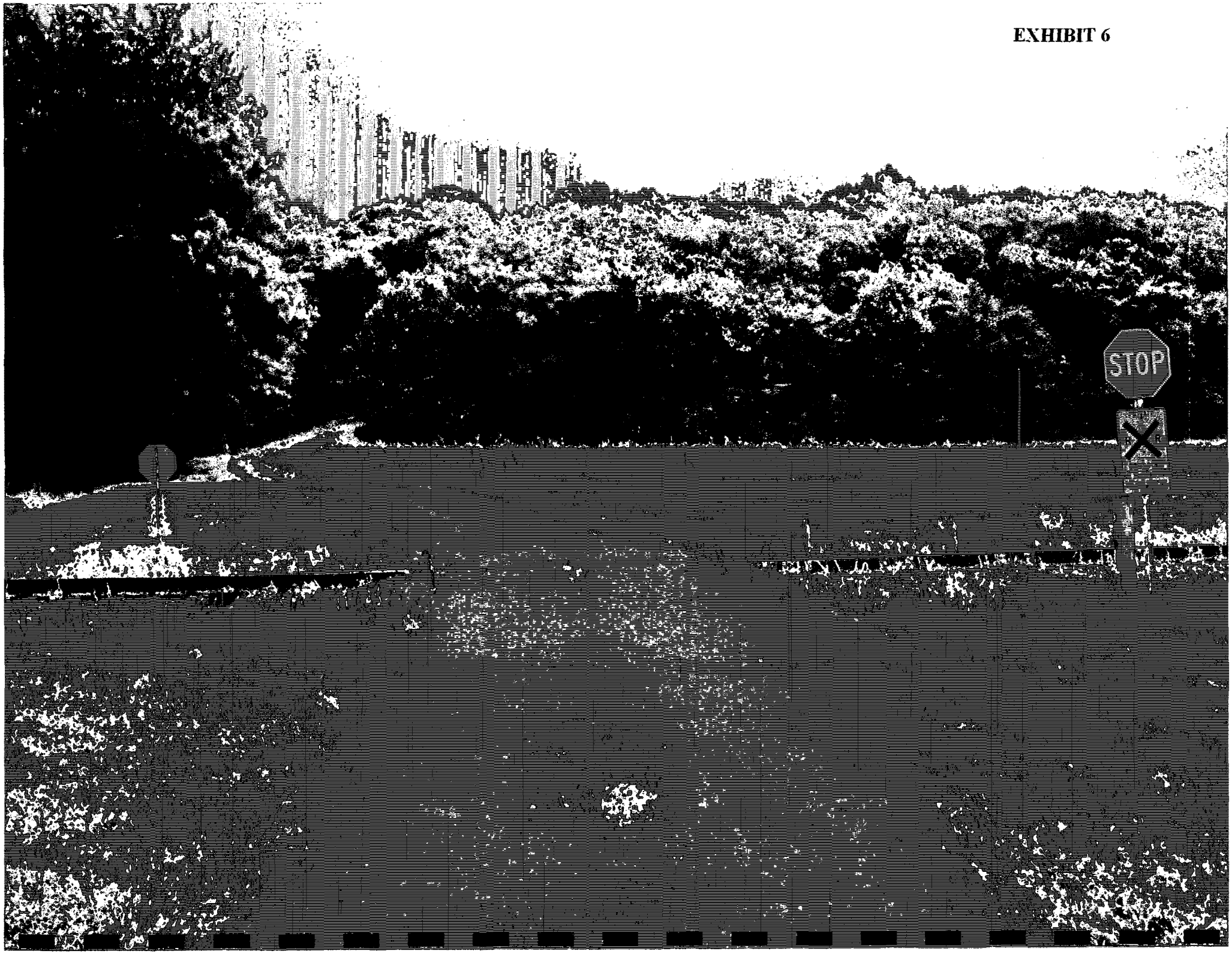
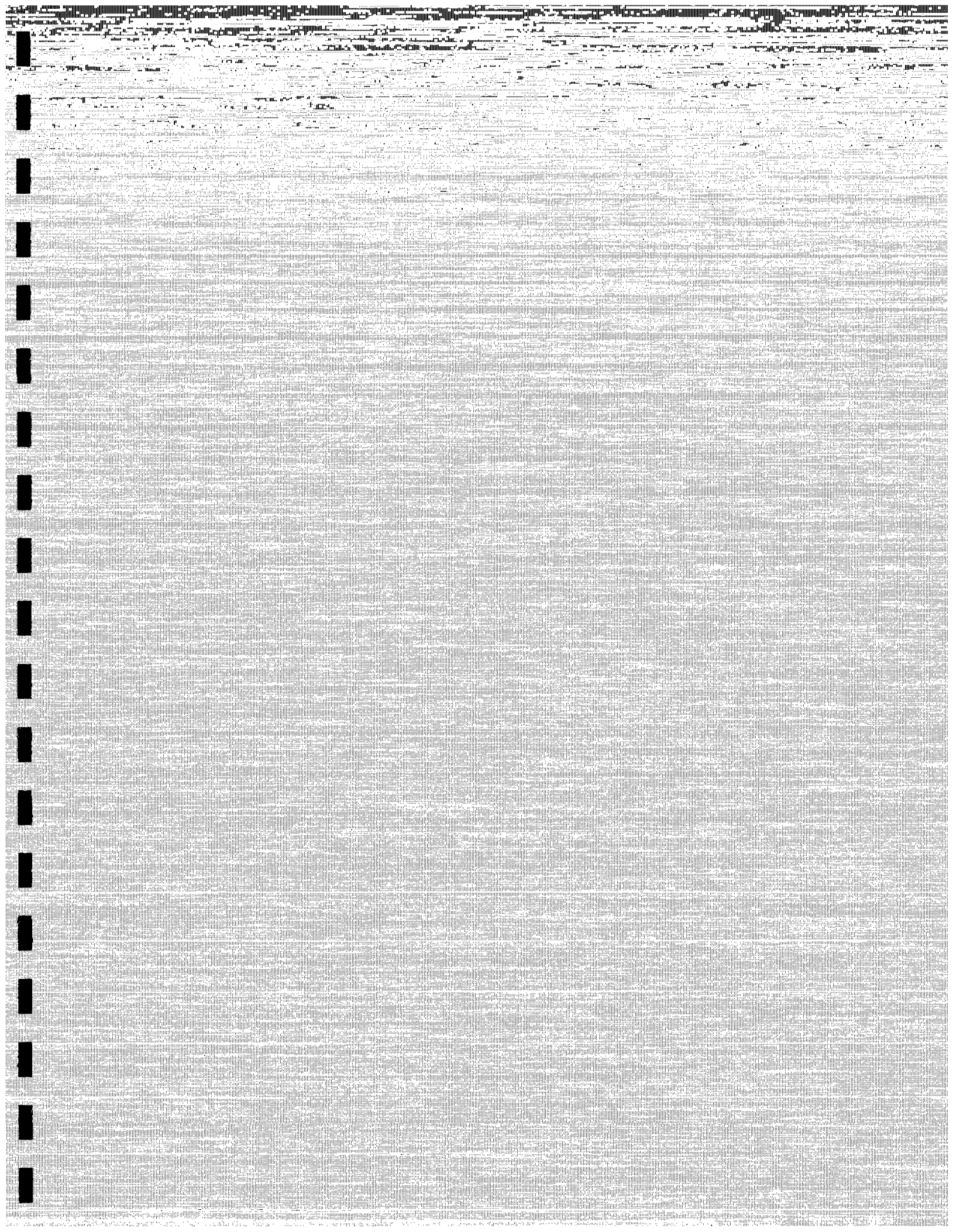

EXHIBIT 5

EXHIBIT 6





Before The
Surface Transportation Board

RECEIVED AUG - 2 2006

STB Finance Docket No. 34672

UNION PACIFIC RAILROAD COMPANY
-- ACQUISITION AND OPERATION EXEMPTION –
LINE OF THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

PETITION

159 Bluebird Lane
Chaffee, Missouri 63740
July 31, 2006

The Honorable Vernon A. Williams
Secretary
The Surface Transportation Board
1925 K Street, N.W.
Washington, D.C 20423-0001

Re: Notice Finance Docket No. 34672; Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company

Attached is a petition (1 of 3) to the STB signed by 326 individuals who would be very adversely and irreparably affected if the STB approves Union Pacific's Petition for Acquisition and Operation Exemption of the line of the Burlington Northern and Santa Fe Railway Company between Rockview and Sikeston, Missouri. For all three petitions submitted today there is a total of 747 individuals who signed the petitions.

The petition states: "**We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. If UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.**"

In the filing by Union Pacific Railroad Company, Union Pacific requested that the Surface Transportation Board exempt UPRR's proposed acquisition and operation of the BNSF line from Rockview, Missouri to Sikeston, Missouri from 49 U.S.C. 11323 pursuant to 49 U.S.C. 10502. UPRR states: "Under 49 U.S.C. 10502, however, this acquisition should be exempt from regulation. UPRR's acquisition of the Line will promote several elements of the rail transportation policy of 49 U.S.C. without running

afoul of any." Later in the filing, UPRR again states that "The acquisition will promote significant provisions of the rail transportation policy and will not run counter to any goals of this policy."

49 U.S.C. 10502 states "...the Board, to the maximum extent consistent with this part, shall exempt a person, class of persons, or a transaction or service whenever the Board finds that the application in whole or in part of a provision of this part -

(1) is not necessary to carry out the transportation policy of section 10101 of this title;

Sec. 10101 states "Rail transportation policy

In regulating the railroad industry, it is the policy of the United States Government –

(8) to operate transportation facilities and equipment without detriment to the public health and safety;"

Union Pacific Railroad Company left out of their filing application any mention of this policy 10101(8). If UPRR receives approval for this acquisition, it will be to the detriment of the public health and safety of people along the proposed acquisition.

The health and safety of the people who signed the attached petition will be detrimentally affected by this acquisition. The increased train traffic would make it more likely that a railroad crossing would be blocked should the need arise for police, ambulance, or fire emergency vehicles to go over a crossing. The increased train traffic would also make it more likely that a crossing would be blocked if a person or persons needed to get across a crossing in an emergency.

Attached are the petitions for 326 people who signed this petition.

Thank you.

Sincerely yours,

Brenda Heeb

Brenda Heeb

APPENDIX

Petition to the STB signed by 326 individuals

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. If UP's exemption is granted, the increased traffic and resulting increased blockages of railroad crossings would have a detrimental effect on our public health and safety, as it may result in blockage of the crossing when an emergency passage is needed.

NAME (PRINT)	SIGNATURE	ADDRESS
HER MAN JOF RESSEL Jennifer Ressel	Jennifer Ressel	Oran
DORIS RESSEL	Doris E. Ressel	" "
MARY JO RESSEL	Mary Jo Ressel	" "
Shirlee Michelsen	Shirlee Michelsen	110 Church St Oran MO 63771
DORIS EFTINK	Doris Eftink	1712 St Hwy 91 ORAN
David Eftink	David Eftink	1712 St Hwy 91 Oran Mo
DONALD L. SCHLITT	Donald L. Schlitt	1017 Co Hwy 411 Oran, Mo 63771
Debbie Schlitt	Debbie Schlitt	1017 CH 411 Oran, MO 63771
ROSALIA FRIGA	Rosalia Friga	118 N. West St ORAN MO 63771
Susan Dirnberger	Susan Dirnberger	409 S. Missouri Ave ORAN MO 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Jerry Lange	Jerry Lange	7972 State Hwy. 77 Oran, Mo. 63771
Holly M. Dirnberger	Holly Dirnberger	1121 HWY 250 Oran, MO 63771
Carol Dirnberger	Carol Dirnberger	110 S. Missouri St Oran, MO 63771
Tami Rendleman	Tami Rendleman	1918 State Hwy 91 Oran, MO 63771
Susan Dreibold	Susan L. Dreibold	203 Washington St. ORAN, MO 63771
DAVE Dreibold	David C. Dreibold	203 Washington St Oran, MO 63771
Tim Brussink	Timothy Brussink	Ho miles oran 63
Darrin J. Tenkhoff	Darrin J. Tenkhoff	8593 ST. Hwy 77 ORAN, MO. 63771
Judy Pobst	Judy Pobst	Oran, Mo. 63771
Lucy A Brindley	Lucy Brindley	219 Mulberry, ORAN, MO.

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Rosemary Bryeans	Rosemary Bryeans	116 Raymond Oran
Gaylon Bryeans	Gaylon Bryeans	116 Raymond Oran
Agnes Moore	Agnes Moore	Oran Mo.
Robert Moore	Robert Moore	Oran Mo
MARY LOU DELL	Mary Lou Dell	Morley Mo 63767
Marietta Grasiet	Marietta Grasiet	Oran Mo
JR Eftink	JR Eftink	1003 HWY W Oran MO. 63771
Linda Arnold	Linda Arnold	30924 Co. Rd 357 Oran Mo. 63771
Kaye Lange	Kaye Lange	7972 St Hwy 77 Oran Mo 63771
John Asmus	John Asmus	2310 Co Hwy 250 Oran Mo 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
MARK ASMUS	Mark Asmus	803 State Hwy W ORAN MO 63771
David Asmus	David Asmus	803 State Hwy W Oran MO 63771
Carolyn S. Asmus	Carolyn S. Asmus	803 State Hwy W Oran, MO 63771
Clayton Scherer	Clayton Scherer	
Linda Wheeler	Linda Wheeler	68 Lorena Oran, Mo 63771
Michael Wheeler	Michael Wheeler	68 Lorena Oran, Mo 6377
Linda Watkins	Linda Watkins	7895 St Hwy 77 Oran, Mo. 63771
Don Watkins	Don Watkins	7895 St Hwy 77 Oran, Mo 63771
Rebecca McConnell	Rebecca McConnell	135 CH 246 Oran, Mo 63771
Eddie McConnell	Eddie McConnell	135 CH 246 Oran, Mo 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Michael Spencer	Michael Spencer	411 Cowan Ln Oran MO 63771
Melissa Spencer	Melissa A Spencer	411 Cowan Oran MO 63771
Joan Spencer	Joan Spencer	126 Fleet St Chaffee Mo 63740
Joseph F. Crader	Joseph F Crader	691 Co Hwy 261 Oran Mo 63771
DANIEL HAHN	Daniel M Hahn	3672 Co. HWY. 265 ORAN, MO 63771
Danielle Krapf	Danielle Krapf	116 Caroline Oran, Mo 63771
John Bertrand	John Bertrand	603 S 3rd St Oran MO 63771
Jodi McKay	Jodi McKay	805 Kain Oran, Mo 63771
GLEN BEUSSINK	Glenn Beussink	200 Co Hwy 246 Oran, MO. 63771
CAROL BEUSSINK	Carol J Beussink	200 Co Hwy 246 Oran, Mo 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Robin Watkins	Robin Watkins	206 S. Railroad Oran MO 63771
James Watkins	James Watkins	206 S. Railroad Oran MO 63771
Pete Kluesner	Pete Kluesner	412 Co. Hwy 242 Chaffee MO
Kim Kluesner	Kim Kluesner	412 Co. Hwy 242 Chaffee MO 63740
RITA M. RESSEL	Rita M Ressel	ORAN, mo. 603 CHURCH ST.
Margaret A. Blattel	Margaret A. Blattel	1000 MAIN ST. ORAN, MO
Paula Hatfield	Paula Hatfield	2212 St. Hwy 91 Oran, MO 63771
Larry Hatfield	Larry Hatfield	2212 St. Hwy 91 Oran MO 63771
Carolyn J. Tenkhoff	Carolyn J. Tenkhoff	506 Mulberry St. ORAN, MO 63771
Jere a Tenkhoff	Jere a Tenkhoff	506 Mulberry ST ORAN, MO 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Brandy Hicks	Brandy Hicks	85 County Highway 413
Layton Erme Layton Emerson	Layton Emerson	Oran MO
Robin Emerson	Robin Emerson	Oran MO
Melody Emerson	Melody Emerson	Oran MO
Brandi Emerson	Brandi Emerson	Oran MO
Gregg OURTH	Gregg Ourth	1515 Greer St, Oran, Mo
Curtis Caldwell	Curtis Caldwell	Oran Mo
Pam Caldwell	Pam Caldwell	Oran MO
Bob Dennis	Bob Dennis	Oran MO
Gracie Dennis	Gracie Dennis	Oran MO

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Vicky Baker	Vicky B.	P.O. Box 153
Tiffany Glastetter	Tiffany Glastetter	702 Grear St.
Natalee Glastetter	Natalee Glastetter	Orun, MO 63774
LANCE DANNENMUELLER		93 County Hwy 4H
Samantha Schrum	Samantha Schrum	205 Driskell St. (P.O. Box 390)
Victoria Sembay	Victoria Sembay	P.O. BOX 426
Ron Carr	Ron Carr	205 Elm St Orun, MO
CHRIS BRINKLEY	Chris Brinkley	219 Access RD Orun MO
Crew	Crew	701 South Main St

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
Kristal Madigan	Kristal Madigan	1206 South Street Oran MO 63771
Kim Shy	Kim Shy	807 MAIN ST. ORAN, MO 63771
Jennifer Sadler	Jenifer Sadler	108 caroline Dr. ORAN MO 63771
Tim Lebrand	Tim Lebrand	409 elm street ORAN MO 63771
Omer Hodges	Omer Hodges	205 Elm St. 63771
John Boaen	John Boaen	515 ELM ST ORAN.
Jerrie Mabarn	Jerrie Mabarn	406 S. Haw Street Oran 63771
Molly W	Molly. W	810 Mc. Pheeters Street
Jessica Webb	Jessica Webb	810 Mc. Pheeters Street 63771
Beth Phillips	Beth Phillips	122 S. Railroad St. Oran, MO 63771

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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All from Oran

NAME (PRINT)	SIGNATURE	ADDRESS
Jon Monroe	Jon Monroe	409 Elm St
Marc McConnell	Marc McConnell	513 Washington St.
Molly McConnell	Molly McConnell	513 washington
Jessica Webb	Jessica Webb	810 McPheeters St.
Cody Ramos	Cody Ramos	right next to the moto
Klayton Kyl	Klayton Kyl	301 Elm St.
Ed Evans	Ed Evans	319 N. Rail Road
Connor Teichhoff	Connor Teichhoff	
Stella Webb	Stella Webb	810 mcPheeters Oran MO 63771
DONNA POBST	Donna S. Pobst	1202 McGeaw

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Kristy Pettit	Kristy Pettit	PO Box 193 Oran MO 63771
Sandra Hahn	Sandra Hahn	303 Elm St Oran, Mo 63771
Tom Klueser	Tom Klueser	28585 Co Rd 350 Oran Mo 63771
Malinda Prigge	Malinda Prigge	2397 St. Hwy W, Oran MO 63771
Josh Gloeck	Josh Gloeck	"
JOHN HARTH		6041 CHURCH ST ORAN MO 63771
MARTHA CURTIS	Martha Curtis	1090 Co. Hwy 265, Oran, MO

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NAME (PRINT)	SIGNATURE	ADDRESS
Jerry Schlitt	Jerry Schlitt	240. Co. Hwy 252 Chaffee, Mo. 63740
JERRY AYERS	Jerry Ayers	111, S FRISCO ST Chaffee Mo.
Paulla Jones	Paulla Jones	118 S Frisco Mo
Doris Packer	Doris Packer	303 S. Davidson Chaffee Mo
Charles Parker	Charles Parker	303 E. Davidson st.
SANDRA MINTON	SANDRA Minton	306 E. DAVIDSON AVE.
Jerry & Anna Williams	ANNA Williams - Jerry Williams	672 W. Helen
EDITH CHaney	Edith Chaney	306 E. DAVIDSON
Donald J Rieley	Donald J Rieley	314 E DAVIDSON
Betty Rieley	Betty Rieley	316 E Davidson

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NAME (PRINT)	SIGNATURE	ADDRESS
Les Glastetter	Les Glastetter	176 Ct Hwy 209 Rockview, MO 63740
Connie J. Mills	Connie J. Mills	176 Ct. Hwy 209 Rockview, MO 63740
mike Mirly	Mike Mirly	Rockview, MO
Debbie Mirly	Debbie Mirly	Rockview, MO
Geoff mirly	Geoff mirly	Rockview, MO
C H Dumey	Charles Dumey	Chaffee Mo
Deb Sadler		Chaffee Mo
Mildred Chapman	Mildred Chapman	Chaffee Mo
Brandon Garrett	Brandon Garrett	Chaffee Mo
Cheryl Nance	Cheryl Nance	Oran, Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
Mitch Wood	Mitchell D. Wood	103 North Haw Street Oran MO 63771
Marlene Scherer	Marlene Scherer	215 County Hwy 246 Oran, MO 63771
Kristy L. Unger	Kristy L. Unger	2172 State Hwy 91 Oran, MO 6371
Bruce Fox	Bruce Fox	7241 Hwy 77 ORAN MO 63771
Jennifer Fox	Jennifer Fox	7241 Hwy 77 Oran, MO 63771
Jonathan Fox	Jonathan Fox	7241 Hwy 77 Oran, MO 63771
Meghan Fox	Meghan Fox	7241 Hwy 77 Oran, MO. 63771
Christina Fox	Christina Fox	7241 Hwy 77 Oran, MO. 63771
LENDY WIGGINS	Lendy Wiggins	50 Wiggins ST Chaffee MO 63740
ELIZABETH WIGGINS	Elizabeth Wiggins	50 Wiggins St Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Ken Cummins	Ken Cummins	908 W. Martha
Larry Baker	Larry Baker	108 Helen
Marvin Seyer	Marvin Seyer	Chaffee 772 & Hwy 213
Joe Bucher	Joseph S. Bucher	91 XI Garden ST. Chaffee
Daniel Jones	Daniel Jones	219 Davidson Chaffee
Randall A Smith	Randall A Smith	603 Fairview
Lindsey McKinley	Lindsey McKinley	#11 fire tower Rd.
Dennis Grasser	Dennis Grasser	203 North Third
Bill Howard	Bill Howard	Sikeston 81 County Highway 232 Chaffee
Josh Corman	Josh Corman	

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NAME (PRINT)	SIGNATURE	ADDRESS
Michael Proctor	Michael Proctor	207 Elliott
David Flynn	David Flynn	5102 Hy 77 Benton Mo
Kim Flynn	Kim Flynn	5102 State Hwy 77 Benton Mo
Keith Mosley	Keith Mosley	303 Sate Scott city
Darla Sneed	Darla Sneed	Rt. 1 Chaffee
David Burchardt		608 Main Trlr 20 Scott City Mo
Gradon S Davis Jr	Gradon S Davis Jr	Chaffee Mo 2702 City Hwy 227
Ginger Edwards	Ginger Edwards	124 Cook Chaffee mo 63740
Joe Livingston		211 State Hwy RA Chaffee mo 6
Chas Jamison	Chas Jamison	100 Arickara Lane Cape Gir.

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NAME (PRINT)	SIGNATURE	ADDRESS
Brittany Adams	Brittany Adams	119 Black Ave Chaffee Mo
Jodie Bourgin		301 N. Chaffee
Linda Harlacher	Linda Harlacher	119 Black Ave Chaffee Mo
WES HOWARD		326 HWY A CHAFFEE, MO
A. J. Bolost		68 Co. Hwy 252 Chaffee Mo
Walter Keller	WALTER KELLER	480 EAST DAVIDSON CHAFFEE MO
Bonnie Rister	Bonnie Rister	112 N. Frisco Chaffee Mo.
CHARLES SLADEK		512 HELEN CHAFFEE MO.
Casey Huzman	Casey Huzman	11783 State Hwy 77 Chaffee MO.
Laurence Kalter		0204 Hwy A Chaffee Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
STEVE CRIPPEN	Steve Cripp	236 CH 252 Chaffee MO 63740
Lisa Crippen	Lisa Cripp	236 County Hwy 252 Chaffee, MO 63740
TERRY COBB	T-J Cobb	1748 CNTY Hwy 242 Chaffee MO 63740
Cindy Cobb	Cindy Cobb	1748 CNTY. HWY. 242 Chaffee, MO. 63740
JAMES L. DOHOGNE	James L. Dohogne	1821 CO HWY 242 CHAFFEE, MO 63740
MARY L. DOHOGNE	Mary L. Dohogne	1821 Co. Hwy. 242 Chaffee, Mo. 63740
Dolores Baker	Dolores Baker	1221 Perryville Rd Cape Girardeau, 63701
Earl Blattel	Earl Blattel	42 Cty Hwy 229 Chaffee, MO 63740
Bruce Baker		1221 Perryville Rd. Cape Girardeau Mo 63701
CELINA ROY	Celina Roy	408 Helen Street Chaffee mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Martha Seabaugh	Martha Seabaugh	340 E. Davidson Chaffee MO 63740
Alan Seabaugh	Alan Seabaugh	340 East Davidson Chaffee MO 63740
Joan Burckhardt	Joan Burckhardt	341 E. Parker Chaffee MO 63740
David J. Burckhardt	David J Burckhardt	341 East Parker Chaffee Mo. 63740
Debbie Burckhardt	Debbie Burckhardt	341 E. Parker Chaffee MO. 63740
Randy Martin	Randy Martin	307 E Yoakum Chaffee, MO 63740
Pam Foesta	Pam Foesta	307 E Yoakum Chaffee Mo 63740
Simon Bennett		306 E. Yoakum Chaffee Mo. 63740
Christopher Wood	Christopher Wood	306 E Yoakum. Chaffee MO 63740
Joshua Petitt	Joshua Petitt	306 E Yoakum Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Dawn Ward	Dawn Ward	107 Abby Jo Dr.
Tim Stevens	Tim Stev	302 Maple Ln
JW Groseclose	JW GROSECLOSE	125 Elliott Chaffee 63740
Dan Wolfe	Dan Wolfe	218 S. Fisher St.
James Gunter	James Gunter	313 E Parker
Chris Bow	Chris Bow	325 E Parker
Jackie Fowler	Jackie Fowler	320 E Parker
Susan Urhahn	Susan Urhahn	339 E Parker
Nancy Tollison	Nancy Tollison	338 E Davidson
James Tollison	James Tollison	338 E Davidson

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NAME (PRINT)	SIGNATURE	ADDRESS
REV. RALPH J. DUFFNER	Rev. Ralph J. Duffner	418 S. 3rd Chaffee, Mo. 63740
Jeanette Wachter	Jeanette Wachter	907 Cty Hwy 229 Chaffee MO 63740
CHRISTI Stevens	Christi Stevens	2340 Co Hwy 229 Chaffee, Mo. 63740
Russell Pickens	Russell Puckett	118 Sherry Lynn Lane CHAFFEE MO 63740
Robert Puckett	Robert Puckett	116 Sherry Lynn Lane Chaffee MO 63740
ESTHER Reisenbichler	Esther Reisenbichler	114 Sherry Lynn Lane Chaffee, MO 63740
Della M. Brooks	Della M. Brooks	130 Sherry Lynn Dr. Chaffee MO 63740
Delbert James	Delbert James	113 Sherry Lynn Ln. Chaffee MO 63740
Glenda Tuttleton	Glenda Tuttleton	108 Sherry Lynn Chaffee, Mo. 63740
Troy & Jeannie Knotts	Troy & Jeannie	105 Sherry Lynn Chaffee, MO. 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Tonya Glenn	Tonya Glenn	238 E. Yoakum Chaffee. mo 63740
Bonnie Shelton	Bonnie Shelton	102 Sherry Lynn Chaffee, Mo.
Larry Shelton	Larry Shelton	102 Sherry Lynn Ln Chaffee, mo
Mike Ruble	Mike Ruble	108 Sherry Lynn Chaffee MO
Dennis Whitlow	Dennis Ruble	109 Sherry Lynn Chaffee
Scott Reisenbich	Scott Ruble	63740 118 Sherry Lynn Chaffee MO
Shawn Fault	Shawn Fault	110 Sherry Lynn Chaffee MO 63740
Michael Whitlow	Michael Whitlow	112 Sherry Lynn Chaffee
E. H. Rambin	E. H. Rambin	114 Sherry Lane
Edna Puckett	Edna Puckett	118 Sherry Lynn

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NAME (PRINT)	SIGNATURE	ADDRESS
Joanne Richards	Joanne Richards	101 Sherry Lynn Ln
Carla Crowden	CARLA CROWDEN	104 ABBY JO LANE
Kim Spooner	Kim Spooner	102 Abby Jo Lane
Bob HAGGETT	Bobby Haggett	101 ABBY Jo Lane
Keith Curd	Keith Curd	105 ABBY Jo Lane
Katy Hogan	Katy Hogan	104 ABBY Jo Lane
Claude Hogan	Claude Hogan	104 abby jo ln
Cathy (Wolters) Simmons	Cathy Wolters Simmons	106 Abby Jo Ln.
Teri Schott	Teri Schott	110 Abby Jo Ln
Mike MARTin	Michael Martin	111 ABBY JO LN

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NAME (PRINT)	SIGNATURE	ADDRESS
DOLORES NATION	Dolores Nation	1110 SOUTH MAIN ST. CHAFFEE, MO 63740
KRISTINA NATION	Kristina Nation	118 S. MAIN ST. #2 CHAFFEE MO, 63740
Edna Carlisle	Edna Carlisle	1108 S. Main Chaffee, MO 63740
GUY W BONYARD	Guy W Bonyard	1106 S. Main Chaffee, MO 63740
MARY QUADE	Mary Quade	1104 S. MAIN ST CHAFFEE, MO 63740
GRACE GIVENS	Grace Givens	1102 South Main St Chaffee MO 63740
JOYCE ARENSMAN	Joyce Arensman	104 E MARLENE ST. CHAFFEE, MO 63740
CONNIE R. WALKER	Connie R Walker	1112 South Main Chaffee, MO 63740
Sheila Hahn	Sheila Hahn	224 Fawn Dr Chaffee MO 63740
Mary Chamber	Mary Chamber	24 Wright Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Shirley Glastetter	Shirley Glastetter	319 Co. Hwy 232 Chaffee Mo 63740
Donna Sadler	Donna Sadler	2713 Co Hwy 327 Chaffee MO 63740
Stan Shields	Stan Shields	202 Frates Chaffee, Mo
Michelle Lands	Michelle Lands	6125. Main Chaffee MO
Candace Witcher	Candace Witcher	117 Sherry Lynn Chaffee
Lora Rowland	Lora Rowland	602 S. Main Chaffee
Melissa Yahn		518 S. Main Chaffee
Marion Yahn		518 S Main Chaffee
Devon Yahn	Devon Yahn	518 S Main Chaffee
Jordan Yahn	Jordan Yahn	518 S Main Chaffee

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NAME (PRINT)	SIGNATURE	ADDRESS
Anna Klipfel	Anna Klipfel	1264 County Hwy 248 Chaffee, MO. 63740
Duane Heisserer	Duane J Heisserer	CR 248 Box 1459 Chaffee, mo.
Gail Heisserer	Gail Heisserer	1459 Co. Rd. 248 Chaffee, MO 63740
Helen Heisserer	HELEN HEISSERER	1461 Co Hwy 248 Chaffee, mo.
Mary F. Caul	Mary Faye Caul	11697 State Hwy 77 Chaffee, MO 63740
Edward Caul	Edward Caul	11697 State Hwy 77 CHAFFEE, MO - 63740
Donna Kien	Donna Kien	1673 Pennyrile Rd 63701 Cape Girardeau, Mo.
JOHN HEEB	John Heeb	218 Heeb Chaffee, Mo 63740
Ellen Siebert		229 Heeb ST.
John Van Winkle	John Van Winkle	230 Heeb St.

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NAME (PRINT)	SIGNATURE	ADDRESS
Nancy Tollison	Nancy Tollison	338 E Davidson Chaffee MO
MARVIN A. LeGRAND	Marvin A LeGrand	3225 Main St Chaffee MO 63740
ANNA LeGrand	anna LeGrand	Same as above
Anna Glans	Anna Glans	1649 Co. Rd. 220 Chaffee, Mo. 63740
Mary Kerr	Mary Kerr	14932 St Hwy 25 Chaffee Mo 63740
Rosalie Haney	Rosalie Haney	1609 N Frisco Chaffee MO 63740
Marylin Schlosser	Marylin Schlosser	123 Country View Dr. Benton, MO 63736
Jane Pfefferkorn	Jane Pfefferkorn	315 Frates Chaffee, MO 63740
CORA GOSCHE	Cora Gosche	321 ELLIOTT
Deborah Davis	Deborah Davis	100 So Main Chaffee, Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
Laura Orr	Laura K Orr	415 S Main Chaffee
Aug. Orr	Aug Orr	415 S Main Chaffee
TERRY ORR	Terry Orr	415 S main Chaffee
Alex Orr	Alex Orr	415 S main Chaffee
Kegan Orr	Kegan Orr	415 S Main Chaffee
GAIL SHY	Gail Shy	110 S 3rd Chaffee MO 63740
MABEL SHY	Mabel Shy	118 Amanda Chaffee
willie Schetter	Willie Schetter	11935 St. Hwy 77 Chaffee
Jill Glastetter	Jill Glastetter	11941 St Hwy 77 Chaffee
LaDonna Schetter	LaDonna Schetter	7589 State Hwy 74 Cape Gir mo. 63701

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
Rodney Kirn	Rodney Kirn	169 E. ORALee JACKSON
Maddie Kirn	Maddie Kirn	187 Twin Lake Court Cape
Gary Kirn	Gary Kirn	187 Twin Lk. Ct. Cape
NORMAN C. KIRN	Norman C Kirn	1673 PERRYVILLE Rd CAPE
Tammi Kirkpatrick	Tammi Kirkpatrick	2506 Abbey Rd Cape
Richard Kirkpatrick	Richard Kirkpatrick	" 19
Morgan Kirkpatrick	Morgan Kirkpatrick	2506 Abbey Rd. Cape
Cassie Fels	Cassie Fels	280 Cody Lane, Cape Gir.
Janice & Kent Madalon	Janice & Kent Madalon	429 W. Davidson Chaffee MO

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NAME (PRINT)	SIGNATURE	ADDRESS
Carol Hodge	Carol Hodge	423 Co Hwy 205 Chaffee Mo 63740
Jodi Hodge	Jodi Hodge	423 Co Hwy 205 Chaffee, MO 63740
Loraine Reischman	Loraine Reischman	420 Gray Chaffee, MO 63740
Richard Hodge	Richard Hodge	423 Co. Hwy 205 CHAFFEE MO 63740
Debra Hess	Debra Hess	P.O. Box 32 117 Ivy Delta, MO 63744
WAYNE MARTIN	Wayne Martin	Chaffee Mo.
Michele Martin	Michele Martin	Chaffee, Mo
DICK SCHEETER	Dick Scheeter	5075 3rd Chaffee Mo
RICHARD ENDERLE	Richard Enderle	117 MARTHA CHAFFEE
Mayne Cobb	Mayne Cobb	149 W. JOACHIM Chaffee, MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Linda Dowd	Linda Dowd	406 Wright Chaffee, Mo 63740
ALice Kiefer	Alice Kiefer	605 Davidson Cir Chaffee mo.
DAVid DuPont	David DuPont	P.O. Box 100 Dutchtown, Mo
Tom Ishmael	Tom Ishmael	50A S. Main Chaffee, Mo
Mary Rose Pobst	Mary Rose Pobst	125 School Chaffee, Mo 63740
LINDA YARBRO	Linda Yarbro	2308 St. Hwy A Chaffee MO 63740
Elizabeth Stubbs	Eliz. Stubbs	237 W. Goeckeritz
John Hahn	John Hahn	224 Fawn Drive Chaffee, MO 63740
Dixie Shaffer	Dixie Shaffer	215 Heeb Chaffee, Mo. 63740
Karren Menz	Karen Menz	220 W. Parker Chaffee, Mo. 63740

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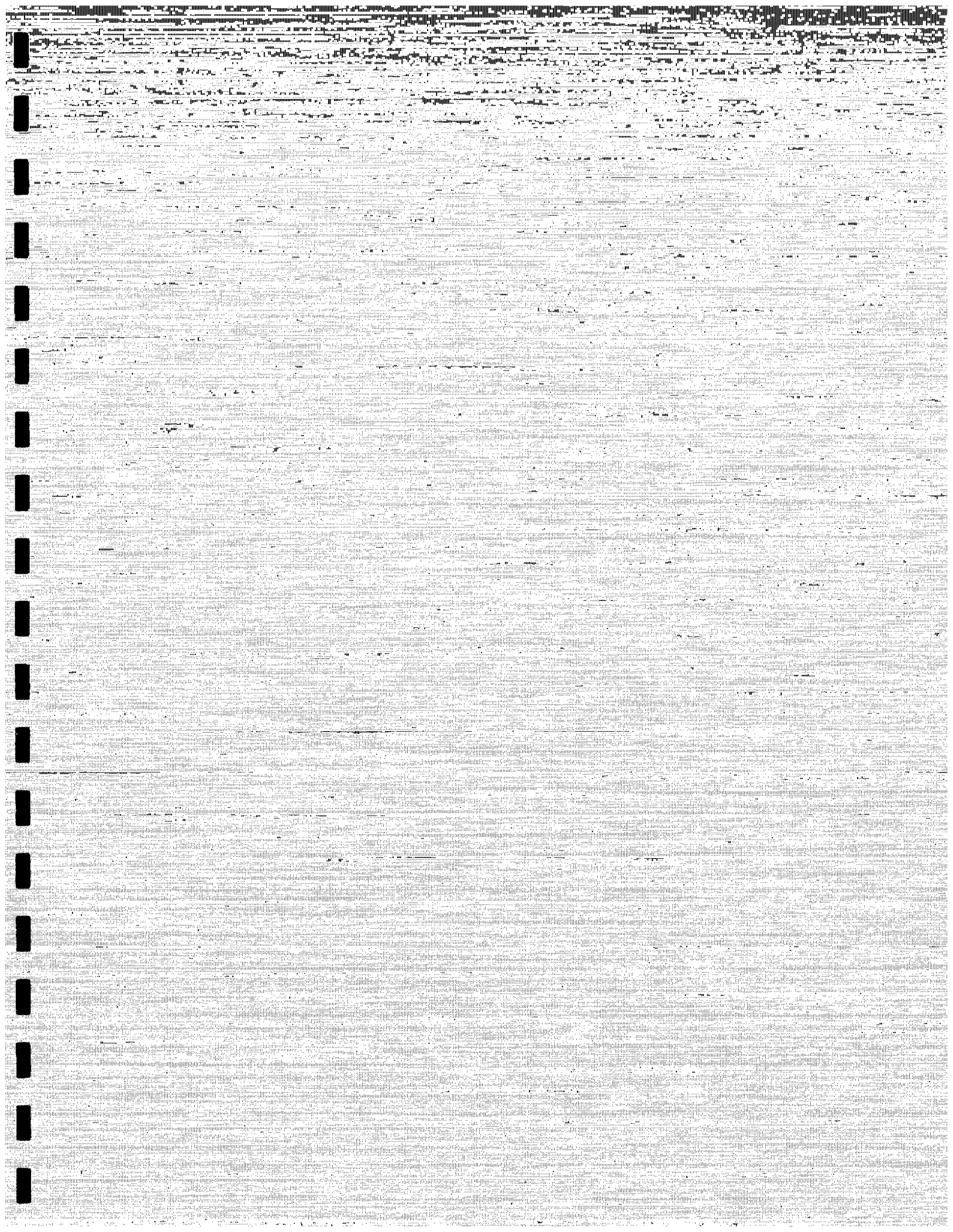
NAME (PRINT)	SIGNATURE	ADDRESS
AleshiA Musgrave		11 Fue Tower Chaffee MO 63740
Anthony Musgrave		11 Fire Tower Chaffee MO 63740
BEN MARTIN		314 S 00 TH MAIN CHAFFEE MO
DAN LOUCKS		692 Helen Ave. Chaffee Mo 63740
LARRY SMITH		95 Siebert LN Chaffee Mo 63740
NANCY Smith		95 Siebert Ln Chaffee Mo 63740
Marina Georger		414 W. Davidson Ave Chaffee, Mo. 63740
Vickie Griffin		401 W Parker Chaffee, Mo 63740
ARLENE HARRELL		516 W Parker Chaffee Mo 63740
LORETTA MOORE		164 W YORKTOWN AVE CHAFFEE MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Brenda Heeb	Brenda Heeb	159 Bluebird Lane Chaffee, MO 63740
Dan Heeb	Dan Heeb	159 Bluebird Lane Chaffee, Mo. 63740
Erin Vandeven	Erin Vandeven	10916 Hwy 77 Chaffee Mo 63740
Randal J Vandeven	Randal J. Vandeven	10914 Hwy 77 Chaffee Mo 63740
BARBARA A Simpson	Barbara A. Simpson	10916 Hwy 77 Chaffee, Mo 63740
DANNY R. White	Danny R. White	10912 Hwy 77 Chaffee Mo. 63740
Christopher Johnson	Christopher Johnson	11014 STATE Hwy 77 Chaffee Mo 63740
Dianna Johnson	Dianna Johnson	11014 St Hwy 77 Chaffee MO 63740
JAMES E SNIDER	James E. Snider	11012 state Hwy 77 Chaffee, Mo. 63740
Georgia L Snider	Georgia L. Snider	11012 St-Hwy-77 Chaffee mo. 63740



Before The
Surface Transportation Board

STB Finance Docket No. 34672

UNION PACIFIC RAILROAD COMPANY
-- ACQUISITION AND OPERATION EXEMPTION --
LINE OF THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

PETITION

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159 Bluebird Lane
Chaffee, Missouri 63740
July 31, 2006

The Honorable Vernon A. Williams
Secretary
The Surface Transportation Board
1925 K Street, N.W.
Washington, D.C 20423-0001

Re: Notice Finance Docket No. 34672; Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company

Attached is a petition (2 of 3) to the STB signed by 210 individuals who would be very adversely and irreparably affected if the STB approves Union Pacific's Petition for Acquisition and Operation Exemption of the line of the Burlington Northern and Santa Fe Railway Company between Rockview and Sikeston, Missouri. For all three petitions submitted today there is a total of 747 individuals who signed the petitions.

The petition states: "**We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. If UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.**"

In the filing by Union Pacific Railroad Company, Union Pacific requested that the Surface Transportation Board exempt UPRR's proposed acquisition and operation of the BNSF line from Rockview, Missouri to Sikeston, Missouri from 49 U.S.C. 11323 pursuant to 49 U.S.C. 10502. UPRR states: "Under 49 U.S.C. 10502, however, this acquisition should be exempt from regulation. UPRR's acquisition of the Line will promote several elements of the rail transportation policy of 49 U.S.C. without running

afoul of any." Later in the filing, UPRR again states that "The acquisition will promote significant provisions of the rail transportation policy and will not run counter to any goals of this policy."

49 U.S.C. 10502 states "...the Board, to the maximum extent consistent with this part, shall exempt a person, class of persons, or a transaction or service whenever the Board finds that the application in whole or in part of a provision of this part -

(1) is not necessary to carry out the transportation policy of section 10101 of this title;

Sec. 10101 states "Rail transportation policy

In regulating the railroad industry, it is the policy of the United States Government –

(8) to operate transportation facilities and equipment without detriment to the public health and safety;"

Union Pacific Railroad Company left out of their filing application any mention of this policy 10101(8). If UPRR receives approval for this acquisition, it will be to the detriment of the public health and safety of people along the proposed acquisition.

The health and safety of the people who signed the attached petition will be detrimentally affected by this acquisition. The increased train traffic would make it more likely that a railroad crossing would be blocked should the need arise for police, ambulance, or fire emergency vehicles to go over a crossing. The increased train traffic would also make it more likely that a crossing would be blocked if a person or persons needed to get across a crossing in an emergency.

Attached are the petitions for 210 people who signed this petition.

Thank you.

Sincerely yours,

Brenda Heeb

Brenda Heeb

APPENDIX

Petition to the STB signed by 210 individuals

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

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NAME (PRINT)	SIGNATURE	ADDRESS
Margaret Nation	Margaret Nation	63740 124 Heed Chaffee
CAROL A. TROST	Carol A. Trost	612 HUBBARD DR CHAFFEE MO 63740
Sharlett A. Eftink	Sharlett Eftink	506 County Hwy 230 Chaffee, MO 63740
Rodger Seyer	Rodger Seyer	324 W PARKER Chaffee MO 3740
STEVE SEYER	Steve Seyer	124 DIANE CHAFFEE MO
Clark Cassou	Clark Cassou	3359 St Hwy M Chaffee Mo
Patty Cassou	Patty Cassou	3359 State Hwy M Chaffee, MO 63740
JOANN BRUCKER	Joann Brucker	115 Elliott Chaffee Mo. 63740
Clyde Malony	Clyde Malony	2442 Hy D Chaffee, Mo
Tom Eftink	Tom Eftink	9963 St Hwy 77 Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Bob R. Wachter	Bob R. Wachter	109 W. Yoakum Chaffee, Mo
ORILLA POBST	Orilla Pobst	C & C Bldg Co. Chaffee, Mo
Teri Driggs	Teri Driggs	119 Black Ave Chaffee MO 63740
Emily Freeland	Emily Freeland	906 S. Main Chaffee Mo 63740
Diane Estink	Diane Estink	11753 State Hwy 77 Chaffee, Mo. 63740
Marilyn Kock	Marilyn Kock	744 CO RD 250 Chaffee Mo 63740
Lola Schaaf	Lola Schaaf	132 Dawson Chaffee Mo 63740
Virginia Harris	Virginia Harris	506 Elliott Ave Chaffee Mo 63740
Regina Harris	Regina Harris	506 Elliott Chaffee Mo. 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Ann Whistler	Ann Whistler	905 Elliott Chaffee, MO 63740
Nan Charleston	Nanette Charleston	661 CO. Hwy 241 Oran, MO 63771
Pat Whistler	Pat Whistler	613 Sheridan Dr Chaffee, MO 63740
LARRY G. GLUECK	Larry G Glueck	1204 County Road 244 CHAFFEE, MO. 63740
Nancy J. Glueck	Nancy Glueck	1204 County Road 244 Chaffee, Mo 63740
Jan Farrar Jan Farrar	Jan Farrar	4886 St Hwy A Gordonville, MO 63701
DAVID GLUECK	David Glueck	369 CO Hwy 229 CHAFFEE
Marie Elfrink	Marie Elfrink	425 Cook Chaffee MO
SHAWN POBST	Shawn Pobst	215 RED OAK DR CHAFFEE MO 63740
SHERRY POBST	Sherry Pobst	215 RED OAK DR CHAFFEE MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Charlotte Surface	Charlotte Surface	318 So Brook Chaffee, Mo
JEANNIE CHAPMAN	Jeannie Chapman	337 E. DAVIDSON CHAFFEE, Mo
NAOMI LAUCK	Naomi Lauck	337 E. Davidson Chaffee Mo.
MARY TRIPP	Mary P. Tripp	1630 Zuce St. Cape Girardeau Mo
DONALD TRIPP		1630 Zuce St. Cape Girardeau MO 63740
Glenda Hinkebein	Glenda Hinkebein	1749 C.R. 244 Chaffee, Mo.
Marilyn Mott	Marilyn Mott	118 Heeb St Chaffee, Mo. 63740
Darlene Vandeven	Darlene Vandeven	278 County Rd 220 Chaffee MO 63740
Adam Cinn	Adam Cinn	300 E Yoakum Chaffee MO 63740
Glenda Griggs	Glenda Griggs	305 E Yoakum

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NAME (PRINT)	SIGNATURE	ADDRESS
Cathy Harrell	Cathy Harrell	144 North Frisco Chaffee, Mo. 63740
Susan Haney	Susan Haney	1601 N Frisco St Chaffee, Mo 63740
Staci Baker	Staci Baker	118 Millwood Blvd Cape Girardeau, MO. 63701
Diane Flesher	Diane Flesher	1524 Amblewood Dr. Cape Girardeau, MO. 63701
Edward Haney	Edward Haney	1609 N. Frisco Chaffee, Mo 63740
Tyler Haney	Tyler Haney	1609 N. Frisco Chaffee, MO 63740
Alex Heeb	Alex Heeb	159 Bluebird LN, Chaffee MO, 63740
Jacob. Heeb	Jacob Heeb	159 Bluebird Lane Chaffee
Phyllis Bollinger	Phyllis Bollinger	Saxony Village #337 Cape Girardeau 63701
Brenda Blevins	Brenda Blevins	911 South St New Madrid, MO 63869

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NAME (PRINT)	SIGNATURE	ADDRESS
Richard Schaffer	Richard Schaffer	186 Christopher Ln Gordonville Mo 63701
Steven G Glueck	Steven Glueck	24 Hidden Lake Rd Chaffee MO 63740
Anita Glueck	Anita Glueck	24 Hidden Lake Rd Chaffee MO 63740
Mrs A. M.	Essner	1025 Rt Hwy 77 Chaffee Mo. 63740
Kim Glastetter	Kimberly Glastetter	Benton, Mo
ALbert Eftink	Albert Eftink	504 Co. Hwy 238 Chaffee Mo
Martha Eftink	Martha Eftink	504 Co. Hwy 238 Chaffee Mo.

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NAME (PRINT)	SIGNATURE	ADDRESS
Diane Cook	Diane Cook	1084 St Hwy 77 Chaffee, MO 63740
Kenneth R Cook	Kenneth R Cook	1084 St Hwy 77 Chaffee Mo 63740
KENNETH DAVIS	Kenneth Davis	610 S. Main Chaffee, Mo 63740
WILMA SEYER	Wilma Seyer	10953 St. Hwy 77 Chaffee MO. 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Rebecca EFtink	Rebecca Eftink	1881 Co. Hwy 261 Oran, mo 63771
Charles Schaffti	Chas. A Schaffti	7589 State Hwy 74 Cape Girardeau Mo 63701
Natasha Fink	Natasha Fink	409 S. Main St Chaffee Mo. 63740
ACBERI FINK		409 S. Main St Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Wayne Chapman	Wayne Chapman	PO Box 793 Delta mo 63744
Mary Chapman	Mary Chapman	PO Box 793 Delta MO 63744
OLIVIA WILLIAMS	Olivia Williams	123 AMANDA CT CHAFFEE, MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Ann Whitfield	Ann Whitfield	116 E Hoff Ave Chaffee, Mo. 63740
Stella Tweedy		103 E Marlene Chaffee Mo
Lucille Schmitt		101 E marlene chaffee mo 63740
Judi Esker		105 Sheridan Cir, Chaffee Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Richard Vandeven	Richard J Vandeven	328 CR 220 Chaffee Mo 63740
Jacquelyn Vandeven	Jacquelyn J Vandeven	328 CR 220 Chaffee Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
John Williams	John C Williams	118 Abby Jo Lane Chaffee, Mo. 63740
Jennifer Williams	Jennifer Williams	118 Abby Jo Ln Chaffee, Mo. 63740
Sarah Williams	Sarah Williams	118 Abby Jo Ln Chaffee Mo. 63740

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
Alvin Vandeven	Alvin Vandeven	1630 CR 210 Chaffee, Mo 63740
Jennifer Vandeven	Jennifer Vandeven	1630 CR 210 Chaffee, MO 63740
Betty Vandeven	Betty Vandeven	1630 Cty Rd 210 Chaffee, Mo 63740
Martin Eftink	Martin Eftink	10973 State Hwy 77 Chaffee, Mo. 63740
Jeanette Eftink	Jeanette Eftink	10973 State Hwy 77 Chaffee, Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Karen Schmitt	Karen Schmitt	3628 State Hwy A Chaffee Mo 63740
THEON SCHMITT	Theon Schmitt	STATE HWY A CHAFFEE MO 63740
DIANE GLAUS Diane Glaus	Diane Glaus	9635 St Hwy A Whitewater MO 63785
Keith Glaus Keith W. Glaus	Keith W. Glaus	9635 ST HWY A Whitewater MO 63785

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NAME (PRINT)	SIGNATURE	ADDRESS
KENNETH H. LEE	Kenneth H Lee	Chaffee MO 63740 48 County RD 220
Carol Lee	Carol Lee	48 County Hwy 220 Chaffee MO 63740
Darren Lee	Darren Lee	48 County Hwy 220 Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Angela Deprow	Angela Deprow	1649 C.R. 220 Chaffee MO 63740
Sarah Hahn	Sarah Hahn	224 Fawn Drive Chaffee MO 63740
Frankie Ellis	Frankie Ellis	224 Fawn Drive Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Hauzer Aaron	Aaron Hauzer	320 E. Davidson
RICHARD SANDERS	Richard Sanders	328 E. DAVIDSON
DARRELL CHAPMAN	Darrell Chapman	337 E. DAVIDSON
Aaron Horrell	Aaron Horrell	804 Co. hwy. 229 Chaffee, Mo.

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NAME (PRINT)	SIGNATURE	ADDRESS
David Griffin	David Griffin	119 Amanda Chaffee Mo
Margaret Blattel ~~Margaret Blattel~~	Margaret Blattel	2060 Hwy M Chaffee, MO 63740
Larry Mott	LD Mott	118 Reed Chaffee Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
Sandra Hibdon	Sandra Hibdon	Chaffee MO.
John Neal	John Neal	Chaffee Mo
HARRY PIGG	Harry Pigg	ROCKVIEW
LARRY PIGG	Larry Pigg	ROCKVIEW
Margaret Kiptel	Margaret Kiptel	Rockview
Kevin Kiptel	Kevin Kiptel	Rockview
Raymond Kiptel	Raymond Kiptel	Rockview
Debbie Flanigan	Debbie Flanigan	Chaffee
Wayne Flanigan	Wayne Flanigan	Chaffee
NORMAN GRIBLER	Norman Gribler	CHAFFEE (ROCKVIEW)

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NAME (PRINT)	SIGNATURE	ADDRESS
Eugene Glastetter	Eugene Glastetter	Chaffee, Mo.
Rella Glastetter	Rella Glastetter	Chaffee, Mo
Aaron Glastetter	Aaron Glastetter	Rockview, MO
David Griffin	David Griffin	119 Amanda Chaffee MO
Margaret Blattel	Margaret Blattel	2060 Hwy M Chaffee, MO 63740
LARRY MOTT	LD Mott	115 Reeb Chaffee MO

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NAME (PRINT)	SIGNATURE	ADDRESS
Cody Rojas		Next to the MoFo
Holly Limbaugh	Holly Limbaugh	105 Holly Hills Dr. Oran MO 63771
Tara Rosen	Tara Rosen	109 N. Floyd Morley, MO 63767
Klayton Kyle	Klayton Kyle	206 State St. Oran, MO 63771
Chris Asmus		2310 Co Hwy 250 Oran MO 63771
Brandy Hicks	Brandy R Hicks	855 County Road 413 Oran, Mo 63771
Megan Chapman	Megan Chapman	312 Jefferson St. Oran, MO 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Richard A. Ivester SR	Richard A Ivester	Oran MO, 63771
Cindy Murray	Cindy Murray	313 N. Railroad Oran, Mo 63
Barbara Bollinger	Barbara Bollinger	231 Cty Rd 265 ORAN, MO 637
Judi Young	Judi Young	3424 State Hwy 91 Oran Mo.
Elaine Laws	Elaine Laws	365 S. Railroad Oran/Mo 637

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NAME (PRINT)	SIGNATURE	ADDRESS
Faith Wilsey	Faith Wilsey	111 South railroad Oran Mo 63771
Amber Turner	Amber Turner	304 Haw St Oran, Mo 63771
Margaret Blattel	Margaret Blattel	1000 Main St Oran, MO 63771
Donna Albee Donna Albee	Donna Albee	Box 365 Oran Mo. 63771
Bonnie McGinnis	Bonnie McGinnis	ORAN MO 63771
Jeannie Bollinger	Jeanie Bollinger	Oran, Mo. 63771
J.R. LIMBAUGH	J.R. Limbaugh	300 MULBERRY ORAN, MO 63771
PAUL SIMMONS	Paul Simmons	703 WRIGHT ST ORAN. MO 63771
HERTINE SIMMONS	Hertine Simmons	703 WRIGHT ST ORAN. MO 63771
Connie McAnelly	Connie McAnelly	22 Co. Rd 265 Oran MO 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Chris Wilsey	Christine M. Wilsey	111 S. Railroad Oran, Mo 63771
Terra Mims	Terra Mims	102 Church Oran Mo 63771
Florence Anderson	Florence Anderson	217 N West ORAN, MO 63771
Gene Hanselman	Gene Hanselman	193 Co Rd 413 Oran Mo 63771
Shirlee Michelsen	Shirlee Michelsen	110 Church St ORAN MO 63771
Virginia Robert	Virginia Robert	PO Box 295 Oran Mo 63771
Hoyd Michelsen	Hoyd Michelsen	Box 171 Oran MO 63771
Alisha Lacy	Alisha Lacy	607 Lincoln Oran, MO 63771
Donald Harris	Donald Harris	402 Elm St ORAN MO 63771
Freddie Carter	Freddie Carter	307 Haw ORAN Mo 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Brenda Rhodes	Brenda Rhodes	114 Caroline Oran Mo 63771
Amanda Eftink	Amanda Eftink	412 Elm St. Oran MO 63771
Jenny Collins		1104 ST. Hwy W. Business
Tina Sewcoby	Tina Sewcoby	416 Hillside Dr Oran, MO. 63771
Erma Wagoner	Erma Wagoner	605 Wright St Oran, Mo. 63771
Nancy Abernathy	Nancy Abernathy	2178 Hwy W Oran, MO 63771
James Abernathy	James R Abernathy	2178 Hwy W Oran Mo 63771
Charlotte Eftink	Charlotte Eftink	1003 Hwy Oran, Mo 63771
Kristin Roberts	Kristin Roberts	404 Mulberry St. Oran, Mo 63771
Danny Dunning	Danny Dunning	33 W. Railroad Oran Mo 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Jerome Harris	Jerome Harris	R-1 Box 353 Fluvy 425 63771
Patty Cope	Patty Cope	205 N. Russell St. Oran, Mo 63771
Mary Cope	Mary Cope	130 McLeer Ave Oran mo 63771
Ray Griffin	Ray Griffin	1605 Greer Oran, Mo. 63771
Samantha Bonner	Samantha Bonner	Morley MO, 63771
Chuck Williams	Chuck Williams	603 Greer Oran, Mo. 63771
Damon Burks	Damon Burks	603 Greer Oran, Mo 63771
Mark Wilsey	Mark Wilsey	111 S Railroad Oran Mo 63771
Corey Nenninger	Corey Nenninger	409 dry hwy 261 Oran Mo 63771
Roy Cle, N Bir	Roy Dale Binns	429 Kirkwood Morley Mo 63761

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NAME (PRINT)	SIGNATURE	ADDRESS
Joe Webb	Joseph Webb	305 Lucas Miner, MO 63801
Terry Hancock	TERRY Hancock	P.O.Box 374 Oran MO. 63771
ROBERT WILLIAMS	[illegible]	902 STATE Hwy W ORAN MO. 63771
Jeanie Hobbs	Jeanie Hobbs	112 E. Caroline Oran, MO 63771
Janice Hanselman	Janice Hanselman	606 Walnut Oran MO 63771
Larry Chasteen	Larry Chasteen	505 SR W ORAN MO 63771
Bobby TAYLOR	Bobby Taylor	410 Bell Ln. ORAN MO 63771
Chris Eakin	Chris Eakin	211 Mulberry Oran Mo 63771
Heather Eakin	Heather Eakin	211 Mulberry Oran Mo 63771
Jimmy Brown	Jimmy Brown	4438 Hwy U Oran, Mo 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
JACOB F. HIGGINS	Jacob Higgins	ORAN. MO.
Rick King	Rick King	603 Conner St ORAN MO. 63771
Vicki Bivens Vicki Bivens	Vicki Bivens	429 Kirkwood 63769 Morley Mo
DAVid Foster	David Foster	ORAN MO
Stephanie Gross	Stephanie Gross	33 Hale Sikeston, MO 63801
Tammy Seyer	Tammy Seyer	1566 Co Hwy 413 Oran Mo. 63771
Jayce Hodge	Kayce Hodge	63771 105 CRICK ORAN, MO
Kendal Cope	Kendall Cope	1106 Main St. Oran MO
Kimberly Cope	Kimberly Cope	1106 Main St. Oran Mo.
ELLE ASHLEE	Elle Ashlee	1601 Greer St.

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NAME (PRINT)	SIGNATURE	ADDRESS
Jeanette Spies	Jeanette Spies	173 Fawn Dr. Chaffee, MO. 63740
Michael Spies	Michael Spies	173 Fawn Dr. Chaffee MO 63740
Nancy Spies	Nancy Spies	173 Fawn Dr Chaffee, MO 63740
Raymond Spies	Raymond Spies	173 Fawn Dr Chaffee MO 63740
Rick Whitworth	Rick Whitworth	2595 Hwy A Chaffee Mo 63740
Lana Whitworth	Lana Whitworth	2595 Hwy A Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Lydia Wilsey	Lydia Wilsey	111 S. railroad st Oran, MO 63771
Bill Galbreath	Bill Galbreath	113 Rose St
April Martinez	April Martinez	115 Rose St.
Jake Westrich	Jake Westrich	1608 Wilma St.
Ryan Trankler	Ryan Trankler	
Jon Morrow	Jon Morrow	409 Elm Street

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NAME (PRINT)	SIGNATURE	ADDRESS
Andrea Woodfin	Andrea Woodfin	P.O Box 7 Oran Mo 63771
Lisa Mills	Lisa Mills	P.O. Box 410 Oran mo 63771
Bridgett Kielhofner	Bridgett Kielhofner	P.O. Box 414 Oran, mo 63771
Amy Ressel	Amy Ressel	P.O. Box 107 Oran, Mo 63771
Melissa Hewitt	Melissa Hewitt	2208 St. Hwy a. Oran, Mo. 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Vivian Bradley	Vivian Bradley	PO Box 81 Chaffee mo
Dorothy Renaud	Dorothy Renaud	408 Cook Chaffee MO.
Sherri Jackson	Sherri Jackson	PO Box Delta MO 63744
Theresa Wiggs	Theresa Wiggs	1102 S. 2nd St Chaffee
Judy Pobst	Judy Pobst	Oran, Mo.
Cindy Prigge	Cindy Prigge	Oran, Mo.
Anna Wicker	Anna Wicker	Chaffee Mo
DAVID HICKS	David Hicks	CHAFFEE MO
Jim JOBE	Jim Jobe	CHAFFEE, MO
BaB Shaw	Bob Shaw	971 NUNN Rd Chaffee

Before The
Surface Transportation Board

STB Finance Docket No. 34672

UNION PACIFIC RAILROAD COMPANY
-- ACQUISITION AND OPERATION EXEMPTION –
LINE OF THE BURLINGTON NORTHERN
AND SANTA FE RAILWAY COMPANY

PETITION

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159 Bluebird Lane
Chaffee, Missouri 63740
July 31, 2006

The Honorable Vernon A. Williams
Secretary
The Surface Transportation Board
1925 K Street, N.W.
Washington, D.C 20423-0001

Re: Notice Finance Docket No. 34672; Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company

Attached is a petition (3 of 3) to the STB signed by 211 individuals who would be very adversely and irreparably affected if the STB approves Union Pacific's Petition for Acquisition and Operation Exemption of the line of the Burlington Northern and Santa Fe Railway Company between Rockview and Sikeston, Missouri. For all three petitions submitted today there is a total of 747 individuals who signed the petitions.

The petition states: "**We, the undersigned, petition the STB to reject Union Pacific's exemption request for acquiring the BNSF track between Rockview, Mo. and Sikeston, Mo. and for the STB to instead recommend the alternative of UP double tracking its existing route between Rockview, Mo. and Dexter, Mo. We also ask that an Environmental Impact Statement be required, not simply an Environmental Assessment. If UP's exemption is granted, the increased traffic and resulting increased blockages of our crossings would have a detrimental effect on our safety and health, as it may result in blockage of the crossing when emergency entry or exit is needed.**"

In the filing by Union Pacific Railroad Company, Union Pacific requested that the Surface Transportation Board exempt UPRR's proposed acquisition and operation of the BNSF line from Rockview, Missouri to Sikeston, Missouri from 49 U.S.C. 11323 pursuant to 49 U.S.C. 10502. UPRR states: "Under 49 U.S.C. 10502, however, this acquisition should be exempt from regulation. UPRR's acquisition of the Line will promote several elements of the rail transportation policy of 49 U.S.C. without running

afoul of any." Later in the filing, UPRR again states that "The acquisition will promote significant provisions of the rail transportation policy and will not run counter to any goals of this policy."

49 U.S.C. 10502 states "...the Board, to the maximum extent consistent with this part, shall exempt a person, class of persons, or a transaction or service whenever the Board finds that the application in whole or in part of a provision of this part -

(1) is not necessary to carry out the transportation policy of section 10101 of this title;

Sec. 10101 states "Rail transportation policy

In regulating the railroad industry, it is the policy of the United States Government –

(8) to operate transportation facilities and equipment without detriment to the public health and safety;"

Union Pacific Railroad Company left out of their filing application any mention of this policy 10101(8). If UPRR receives approval for this acquisition, it will be to the detriment of the public health and safety of people along the proposed acquisition.

The health and safety of the people who signed the attached petition will be detrimentally affected by this acquisition. The increased train traffic would make it more likely that a railroad crossing would be blocked should the need arise for police, ambulance, or fire emergency vehicles to go over a crossing. The increased train traffic would also make it more likely that a crossing would be blocked if a person or persons needed to get across a crossing in an emergency.

Attached are the petitions for 211 people who signed this petition.

Thank you.

Sincerely yours,

Brenda Heeb

APPENDIX

Petition to the STB signed by 211 individuals

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
Dorothy Glaus	Dorothy Glaus	804 County Rd 219 Chaffee Mo
Betty Glaus	Betty Glaus	190 Fawn Dr. Chaffee Mo.
Rita Kluesner	Rita Kluesner	2546 State Hwy Chaffee Mo
Charlotte Whitworth	Charlotte Whitworth	2595 ST. Hwy A Chaffee Mo
Belinda Tetley	Belinda Tetley	323 Co Hwy 213 Chaffee MO
Wade Sanders Jr.	Wade Sanders Jr.	328 E Davidson Chaffee, MO 63740
JoDonna Schwepker		861 County Road 219 Chaffee MO
Meghan Tetley	Meghan Tetley	323 City Hwy 213 Chaffee, Mo. 63740
Maria Glaus	Maria C. Glaus	1309 Co Hwy 216 Chaffee Mo 63740
Mike Griffin	Mike Griffin	1309 Hwy 216 Chaffee Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
~~Carla~~ Carla Adams	Carla Adams	304 Grisbell
Jessica Webb	Jessica Webb	810 mc Pheeters St.
Molly Webb	Molly Webb	810 mcpheeters st.
Lawance K. Rodgers		402 Bell Lane.
TAYLOR RODGERS		402 Bell Lane.
Sherry Montgomery		696 Co. Rd. 432
Lori St. Clair		Box 83. Portageville Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
JESSICA HOLLIS	Jessica Hollis	108 Capshaw
Samantha May	Samantha May	112 Capshaw
PEGGY LEE	Peggy Lee	107 Ann Court Chaffee
NEAL ROGERS	Neal Rogers	109 ann ct
Sally Rogers	Sally Rogers	109 ann CT
Lois Chapman	Lois Chapman	108 Ann Ct

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NAME (PRINT)	SIGNATURE	ADDRESS
Donald Gibbons Jr	Donald Gibbons Jr	413 S Main Chaffee
Jon & Barbara Limbaugh	Jon & Barbara Limbaugh	519 W. Davidson, Chaffee
Barbara L. Limbaugh	Barbara L Limbaugh	519 W. Davidson, Chaffee Mo
Imogene Dumey	Imogene Dumey	Dutchtown Mo.
Siddie Swain	Siddie Swain	223 Co Hwy 220 Chaffee

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NAME (PRINT)	SIGNATURE	ADDRESS
RICHARD NATION	Richard Nation	180 NORTH FRISCO CHAFFEE, MO 63740
JOHN NATION JR.	John nation Jr.	1589 N. frisco ST. Chaffee Mo, 63740
JUDY ENDERLE	Judy Enderle	1589 N. Frisco St. Chaffee, Mo 63740
MAXine Scott	Maxine Scott	180 N. Frisco Chaffee, Mo. 63740
mike NATION	Mike Nation	11985 Highway 77 Chaffee Mo,

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NAME (PRINT)	SIGNATURE	ADDRESS
DAVID DOHOGNE	David Dohogne	1821 County Hwy 242 Chaffee, MO 63740
Bud HAISLIP	Bud Haislip	1357 Co. Hwy 242 Chaffee, Mo. 63740
Denise Haislip	Denise Haislip	1357 Co Hwy 242 Chaffee, MO 63740
SUSAN Hester	Susan Hester	PO Box 66 Chaffee, MO 63740-0066
Ruby Hester	Ruby Hester	1359 Co. Hwy 242 CHAFFEE, Mo. 63740
CORNELIUS HEISSERER	Cornelius Heisserer	131 County Hwy 129 Chaffee Mo. 63740
THRESA WALTER	Thresa Walter	Chaffee Mo 63740.

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NAME (PRINT)	SIGNATURE	ADDRESS
Alene Barlow	Alene Barlow	115 Amanda ct
Ethelyn Patterson	Ethelyn Patterson	111 Amanda Ct
MABEL SHY	Mabel Shy	118 Amanda Court
Carrie Winchester Carrie Winchester	Carrie Winchester	119 Capshaw Dr.
JEFFERY CABANISS	Jeffery Cabaniss	117 CAPSHAW DR
TRACY MALONE	Tracy Malone	111 CAPSHAW
Christina Cook	Christina Cook	101 Capshaw
Brandon Garrett	Brandon Garrett	104 Capshaw
Shannon Garrett	Shannon Garrett	104 Capshaw
JOE GARRETT	Joe Garrett	106 CORSHAW

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NAME (PRINT)	SIGNATURE	ADDRESS
DAISY J ROSS	Daisy J. Ross	CHAFFEE, MO 115 Tennymae Dr
SYLVIA STAPP	Sylvia Stapp	CHAFFEE MO 131 TENNYMAE
DORIS WARD	Doris Ward	137 TENNYMAE
HELEN EVANS Helen L.	Evans	139 TENNYMAE CHAFFEE
CAROLYN STIDHAM Carolyn Stidham		129 Tennymae
GEAN KNOTTS Gean Knotts		138 Tennymae
Jan Wiseman	Jan Wiseman	911 N. Main
CLYDE ELFRANK	Clyde Elfrank	140 TENNYMAE
SARA WADE	Sara Wade	130 Tennymae
HELENE CHINEM Helene Chinem		126 Tennymae

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NAME (PRINT)	SIGNATURE	ADDRESS
DOROTHY STRODER	Dorothy J Strader	120 Tenny mac Chaffee Mo
CATHERINE WARD	Catherine Ward	118 Tennymac Chaffee Mo
FLORENCE EMERSON	Florence Emerson	112 TennyMac Chaffee Mo
ELOISE MOORE	Eloise Moore	104 Tennymac Chaffee Mo
PATRICIA JACKSON	Patricia Jackson	102 Tennymac chaffee
ARABELLA STILKE	Arabella Stilke	101 Tennymac Chaffee
ROSA ELLA GOEHMAN	Rosa Ella Goehman	103 ann A Chaffee mo.
CHRIS O'GARA	Chris O'Gara	105 TENNYMAC - Chaffee
Louise Tefertiller	Louise Tefertiller	109 Tennymac, Chaffee
PHILIP GROVES	Philip Groves	111 Ten May 11

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NAME (PRINT)	SIGNATURE	ADDRESS
Mike Newman		Sikeston MO 190 North Outer Rd
GREG NOYES		Sikeston 11 Scenic
Leon Phillips		Oran Mo
Gary Klein		Oran, MO
Donnie McAlister		Chaffee, MO
John DeSallow		Oran MO
Abner McCoy	ABNER McCOY	MINER MO.
John Hart		Charleston Mo
Melvin Hickman	Melvin Hickman	625 William St. Sikeston,
LINDA TAYLOR	Linda Taylor	110 DEER RUN 63738 BENTON, MO.

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NAME (PRINT)	SIGNATURE	ADDRESS
Terry Elrick	Terry Elrick	1115 McCrew St Oran Mo 63771
James R. Phillips	James R Phillips	221 Moore St Sikeston Mo 63801
Matt McBride	Matt McBride	1835T, Hwy RA Chaffee, Mo 63740
Jesse Pabst	Jesse Pabst	1823 Stoddard St Cape Girardeau Mo 63701
Jeremy Baker	Jeremy Baker	508 co Hwy 331 Benton Mo. 63736
Chris Holland	Chris Holland	106 Caroline Dr. Oran, Mo. 63771
William Dawdy	William Dawdy	R 5113 Green St. Bell City, MO. 63735
LARRY S. HART JR.	Larry S. Hart Jr.	302 Jackson Sikeston MO 63801
Frank K. Killion	Frank K. Killion	1605 West Malone Sikeston Mo 63801
Antonio Ramsey	Antonio Ramsey	624 William

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NAME (PRINT)	SIGNATURE	ADDRESS
Ritchie Spies	Ritchie Spies	345 Gray Stone Circle Whitewater MO 63785
Shawn Spies	Shawn Spies	155 Hickory Hills Road Chaffee, MO 63740
Jennifer Spies	Jennifer Spies	155 Hickory Hills Road Chaffee, MO 63740
Robyn VanGennip	Robyn VanGennip	Rt 2 Box 2644 Advance MO 63730
Cody VanGennip	Cody VanGennip	Rt 2 Box 2644 Advance, MO 63730
Autumn VanGennip	Autumn VanGennip	Rt 2 Box 2644 Advance, MO 63730
Michele Huffman	Michele Huffman	456 Grand Fir Ln. Jackson MO 63755
Mick E Fink	Mick E Fink	2701 R Ed-Lou Bonne Terre MO 63628
Austin Huffman	Austin Huffman	456 Grand Fir Ln. Jackson, MO 63755

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NAME (PRINT)	SIGNATURE	ADDRESS
Rickey Mixon	Rickey Mixon	207 W Gladys Sikeston mo 63801
Josh Diebold	Josh Diebold	1210 Main St Oran Mo 63771
MARK UNGER	Mark W	2172 HWY 91 ORAN MO
		DEXTER, MO
		1002 COUNTRY CLUB DR
Charles Sallee Jr.	Charles Sallee	211 S. Rose Oran Mo 63771
Patrick D. Young	Patrick D. Young	115 Highland, Dexter, Mo 63841
Jim Harris	Jim Harris	905 WESTVIEW, SIKESTON, MO
Larry Gammons	Larry Gammons	107 Comstock Sikeston MO
Kenneth Worthy	Kenneth Worthy	63801 105 Jamie Ann Rd Sikeston Mo
Lonnie Gammons	Lonnie Gammons	624 W. Illinois Sikeston Mo

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NAME (PRINT)	SIGNATURE	ADDRESS
Lavern Ballard	Lavern Ballard	605 S. main Chaffee
BEATRICE DUDLEY	Beatrice Dudley	208 Wright Ave Chaffee
Ruby Eichhorn	Ruby Eichhorn	110 Helen St. Chaffee
J. T. Colner	315 S 3rd	Chaffee
Myra J Clemens	117 Black	Chaffee
Mabel Hey	118 Amanda	Chaffee - Mo
Dolores Slaughter	Dolores Slaughter	Chaffee, Mo
MARGARET MILLER	Margaret Miller	513 W. Davidson Cha Chaffee, Mo
Elisabeth Gibbons	Elisabeth Gibbons	413 S Main Chaffee
Donald. Gibbons	Donald Gibbons	110 W Grey Chaffee

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NAME (PRINT)	SIGNATURE	ADDRESS
James Abner	James Abner	PO Box 237 Oran MO 63771
Glenn Pobst	Glenn Pobst	P.O. 123 - 206 Elm St Oran Mo 63771
MARK Anderson	Mark Anderson	P.O. Box 217 Oran, Mo 63771
Kim Watkins	Kim Watkins	1163 St Hwy CC Oran. MO 63771
Margaret C. Nelson	Margaret P. Nelson	P. O. Box 4 Oran, Mo 63771
Floy W. Marvel		2002 ST - Hwy W Oran Mo
Michael Rhodes	Michael Rhodes	8741 State Highway 77 Oran Mo 63771
Coy Cochran	Coy Cochran	111 S. Haw Oran, Mo. 63771
DON Rhodes	Don Rhodes	1957 State Hwy W Oran, Mo 6377
LOUANNA Rhodes	Louanna Rhodes	1957 State Hwy W Oran Mo 63771

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NAME (PRINT)	SIGNATURE	ADDRESS
Chaylon St. Cin	Chaylon St. Cin	Perkins, MO
Lauren Nenninger	Lauren Nenninger	511 Missouri Ave
Jamie Pemberton	Jamie Pemberton	9 acres throw
Robert Pemberton	Robert Pemberton	P.O. Box 145
Monica Gentry		
J.J. Gentry	Jessica Gentry	40 Cypress.
Ron Phillips	Ron Phillips	200 S Howell St.
Alex Lasser	Alex Lasser	108 S. Railroad
Nolan Urhahn	Nolan Urhahn	514 Walnut
Dylan Adams	Dylan Adams	304 Driskell

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NAME (PRINT)	SIGNATURE	ADDRESS
NANCY NAEVE	Nancy Naeve	331 Black St Chaffee
RON NAEVE	RN Naeve	331 Black st Chaffee
Verla NAEVE	Verla Naeve	3/0 So Third Chaffee Mo
SAHSAHNA RAMSEY	Sahsha Ramsey	CO KD348 Meadow MO
Melvin Minks	Melvin Minks	Benton mo
Brittany Menz	Brittany Menz	Benton mo
Jaclyn Williams	Jaclyn Williams	331 Black Chaffee
Barbra Elfrink	Barbra Elfrink	HCR 1 Box 18 Leopold MO
Kenneth Elfrink	Kenneth Elfrink	HCR 1 Box 18 Leopold MO 63760
Charles Hines	[illegible]	415 W. Yoakum Chaffee Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Rose Myers	Rose Myers	1560 N. Frisco Chaffee Mo. 63740
Jimmie Myers	Jimmie Myers	1560 N. Frisco Chaffee, Mo. 63740
Jason WEAVER Jason Weaver	Jason Weaver	1512 N. Frisco Chaffee MO 63740
Wendy Lawson	Wendy Lawson	1512 N Frisco ST Chaffee mo 63740
Michelle Sadler	Michelle Sadler	1395 N. Frisco Chaffee mo 63740
Roberta Brandon	Roberta Brandon	113 Elliott ave Chaffee, MO 63740
ANDY SADLER Andy Sadler	Andy Sadler	1395 N Frisco Chaffee Mo 63740
Jack Sadler	Jack Sadler	1350 North frisco chaffee m
Tama Rapst Tama Rapst	Tama Rapst	1350 North Frisco Chaffee MO

PETITION TO STB RE: FD#34672 UNION PACIFIC R.R.

Petition to Mr. W. Douglas Buttrey, Chairman, Surface Transportation Board, 1925 K Street NW, Washington, D.C. 20423 and to Section of Environmental Analysis of the STB RE: Docket #34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company.

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NAME (PRINT)	SIGNATURE	ADDRESS
Jacob Shy	Jacob Shy	807 Main St. Oran
Chelsea Shy	Chelsea Shy	807 Main St. Oran
LEONARD J. Cook	Leonard J Cook	509 S. Main CHARLESTON, MO 63834
KENT ISLEETER	Kent J Isleeter	114 Driskell Oran
Mary Ann Cobb	Mary Ann Cobb	1431 Co Hwy 242 Chaffee MO 63740
Jason Keller	Jason Keller	1431 Co Hwy 242 Chaffee MO 63740
Nicholas C. Cook		917 Code CHAFFEE, MO 63740
Ed Wagoner	Ed Wagoner	410 L.La C Kelso MO 63780

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NAME (PRINT)	SIGNATURE	ADDRESS
Mary Ann Cobb	Maylinn Cobb	1431 Co Hwy 242 Chaffee MO 63740
Jason Keller	Jason Keller	1431 Co Hwy 242 Chaffee MO 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
Nicholas C. Cook		917 Cook Chaffee, Mo 63740
Ed Wagoner	Ed Wagoner	410 L.La C Kelso Mo 63780

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NAME (PRINT)	SIGNATURE	ADDRESS
Rick Hunt		1226 Spring Cape
EVERETT HINK	Everett Hink	
Rocky Rainey	Rocky Rainey	505 Cities St, Scott City
Donna Hendershott	Donna Hendershott	955 CO Rd 373 Oran, MO
Joey Brooks		118 S main Chaffee, Mo
Mark Schultz Jr.	M. Schultz	371 Cty Hwy 223 Chaffee 63740
Jan Lubeck		
Randy Hamill	Randy Hamill	41 State Hwy CA Chaffee
Lacey Lesch	Lacey Lesch	2401 W. Davidson Chaffee, Mo.
Sonny Freeman	Sonny Freeman	313 W yoakam Chaffee

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NAME (PRINT)	SIGNATURE	ADDRESS
Eve Shaw	Eve Shaw	971 Nunn Rd Chaffee, Mo
Jackie Jackson	Jackie Jackson	111 Delray St. Delta Mo
Randy Dumey	Randy Dumey	1266 St. Hwy EE Chaffee MO
Patricia Hunter	Patricia Hunter	51 Murry Rockview (Chaffee) MO.
A. C. RAVEN	A. C. Raven	57 MURRAY CHAFFEE MO
Teddie Witt		115 Indian, Chaffee
Kathy Endicle	Kathy Endicle	403 E Parker Chaffee
Hope Hurey	Hope Hurey	418 yorkum Chaffee
Pat Lizenbee	Pat Lizenbee	401 W. Davidson Chaffee
MERLE NP. WHORTON	Merlene Whorton	

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NAME (PRINT)	SIGNATURE	ADDRESS
Jean Bounds	Jean Bounds	310 Blade Ave Chaffee
Joanne LeGrand	Joanne LeGrand	217 Anita, Chaffee
Melissa Simms		324 Georgia Ave
Mary Ross		
Tom Eftink	Tom Eftink	9962 St Hwy 77 Chaffee MO 63740
Virginia Seyer	Virginia Seyer	58 Grace Street Chaffee, MO
JENNIE CHAPMAN	Jennie Chapman	3378 Davidson Chaffee, MO 63740
DONALD WILLIAMS	Donald Williams	419 ELLIOT CHAFFEE MO
Charles FOULK	Charles Foulk	Rockview, MO

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NAME (PRINT)	SIGNATURE	ADDRESS
Alan Pendergraw	Alan Pend	616 2nd St E Scott City MO 63780
Nancy Tollison	Nancy Tollison	338 E. Davidson Chaffee MO 63740
Judi McMullin	Judi McMullin	522 Co Hwy 223 Chaffee MO 63740
Pam Martin	Pam Martin	309 E. Poplar Chaffee Mo. 63740
Elane Eaton	Elane Eaton	414 State St. Scott City MO 63780

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NAME (PRINT)	SIGNATURE	ADDRESS
John Morley	John Morley	1216 County Hwy 216 Chaffee Mo 63740
Steve Wall	Steve Wall	103 WRIGHT ST. Chaffee, Mo 63740

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NAME (PRINT)	SIGNATURE	ADDRESS
ROBERT A MOORE	Robert A Moore	241 CO HWY 346 Oran MO.
Ronald L Diebold SR	Ronald L Diebold SR	1210 Main St Oran Mo
Margaret L Jackson	Margaret L Jackson	329W Railroad St Oran, Mo 63771
Dolores Lange	Dolores Lange	Oran, Mo. 184 CR 265
VINCENT DIRNBERGER	Vincent Dirnberger	Oran. Mo Cty 2 hwy 244
Pete Klueser	Pete Klueser	Chaffee Mo.
DAVID W. MOORE	David W. Moore	1305 SOUTH ST.

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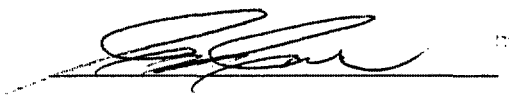
NAME (PRINT)	SIGNATURE	ADDRESS
Sharon Schlitt	Sharon Schlitt	251 Co Hwy 264 Oran
Stephanie Hahn	Stephanie Hahn	2824 Co. Hwy 265 Oran
Stacey Bertrand-McIntosh	Stacey Bertrand-McIntosh	10109 St. Hwy 77 Chaffee
Sherri DeBrock	Sherri DeBrock	1547 Co Hwy 216 Chaffee
John Morley	John Morley	1216 County Hwy 216 Chaffee Mo 63740
Steve Wall	Steve Wall	103 WRIGHT ST. chaffee, Mo 63740

C ERTIFICATION

STATE OF MISSOURI)
)
COUNTY OF SCOTT)

I, Carroll L. Couch, City Clerk within and for the City of Sikeston, Missouri, do hereby certify that the attached constitutes a true and exact copy of Resolution # 06-05-02, expressing opposition to the Union Pacific Railroad Company's proposed acquisition and operation of the Burlington Northern and Santa Fe Railroad Company's line from Rockview, Missouri to Sikeston, Missouri.

IN TESTIMONY WHEREOF, I hereunto set my hand and affix the seal of the City of Sikeston, Missouri this sixteenth day of May, 2006.



Carroll L. Couch, City Clerk

RESOLUTION #06-05-02

THIS RESOLUTION, AS AN AMENDMENT TO RESOLUTION #06-04-01OF THE CITY OF SIKESTON, MISSOURI, EXPRESSING OPPOSITION TO THE UNION PACIFIC RAILROAD COMPANY'S PROPOSED ACQUISITION AND OPERATION OF THE BURLINGTON NORTHERN AND SANTA FE RAILROAD COMPANY'S LINE FROM ROCKVIEW, MISSOURI TO SIKESTON, MISSOURI.

WHEREAS, On March 11, 2005, the Union Pacific Railroad Company ("UP") filed a Petition with the United States Surface Transportation Board ("STB") in the docket denominated Finance Docket No. 34672, Union Pacific Railroad Company – Acquisition and Operation Exemption – Line of the Burlington Northern and Santa Fe Railway Company, wherein UP seeks to acquire and operate approximately 23.7 miles of rail line from the Burlington Northern and Santa Fe Railway Company ("BNSF") between Rockview, Missouri and Sikeston, Missouri ("the Line"); and

WHEREAS, In its Petition, UP states that, "UPRR will also build a short connecting track at Sikeston and reconfigure existing connecting tracks at Rockview and Dexter to more efficiently integrate the Line with UPRR's existing rail lines;" and

WHEREAS, UP has further described this "short connecting track" elsewhere as a 90 degree turn, within the radius of a single city block, in the middle of downtown Sikeston, Missouri; and

WHEREAS, Representatives of UP have further proposed in negotiations with the City of Sikeston, the creation of a "Quiet Zone" in the City of Sikeston, stating in a letter dated April 5, 2005, "The Quiet Zone designation will require safety upgrades at several crossings. Union Pacific and the Missouri Department of Transportation have discussed a cost-sharing agreement for these crossing improvements," stating further, "The City of Sikeston would not be expected to contribute to the cost of crossing improvements necessary to establish a "Quite Zone"; and

WHEREAS, The true nature of UP's "cost-sharing" negotiations with MoDot were disclosed in MoDot's March 8, 2006 letter to the Surface Transportation Board (STB) announcing the results of those negotiations. That letter said in part, "It should be noted, however, that these recommended improvements do not include costs for the more stringent improvements, such as double gates, that would be necessary for quiet zones within the cities or any other city expenses resulting from this change in train traffic;" (emphasis added) and

WHEREAS, An entire year has passed (as well as the point at which Union Pacific predicted in their April 5, 2005 correspondence that their review process before the STB would have been concluded), without Union Pacific entering into formal, direct negotiations with the City of Sikeston on a host of topics, including, but not limited to, Union Pacific avoiding the considerable harm its proposed actions would have on local communities by double tracking its existing lines; or at a minimum placing buffers, sound, or barrier mechanisms along the line; to construct grade-separated highway/rail crossings; or to take other actions in an attempt to mitigate the harms of its proposed rail line acquisition and operation plan, and

WHEREAS, Absent any attempt by UP to enter into good faith negotiations with the City of Sikeston on these issues, the city must conclude that the negotiated agreement between UP and MoDot represents the sum total of what UP is prepared to offer towards mitigating the effects of their plan upon our community; and

WHEREAS, MoDot's letter to the STB dated March 8, 2006 purports to reach the same conclusion stating: "These recommendations address a variety of issues that will result from the increased train traffic including commerce delay,

delaying emergency vehicles, and traffic backup and delay on high volume-high speed roadways such as Route 60," and

WHEREAS The fact that these issues, enumerated by MoDot, have not been addressed is evidenced by the lack of any substantive steps to mitigate these harmful effects either in our community or on U.S. Highway 60, (there for a minimum of two years during the construction of a proposed overpass); and

WHEREAS, Union Pacific's stated intention with their plan is to provide for "directional running" in the Scott and Stoddard County area which means that their proposed route through the City of Sikeston will be used for traffic management, and the occasional "staging" of trains during periods of what UP spokesmen have described as "train delays;" and

WHEREAS, This region has already witnessed such train delays, including a minor September 5, 2005 derailment of a Union Pacific train in Bell City, Missouri during which 50 trains were stacked up during an 11 ½ hour period; and

WHEREAS, Any such future incident would cause Union Pacific's trains, on this route, to back up across U.S. Highway 60 and into the streets of Sikeston for a unknown period of time; and

WHEREAS, Union Pacific's formal proposal states that they would increase the amount of train traffic crossing U.S. Highway 60 at Morehouse, Missouri from the current one train per week to at least 10 trains a day; and

WHEREAS, Union Pacific's spokesmen have stated in a public hearing in Sikeston on December 5, 2005 that that number could easily rise to 20 trains a day, and more, under their planned operations; and

WHEREAS, Union Pacific's sworn statement, in their filing of March 15, 2005 before the STB, that their train traffic would only increase by 10 to 11 trains a day lacks credibility in as much as that would result in no net increase in train traffic at all through the two county area; and

WHEREAS, U.S. Highway 60 is a four lane, divided highway with partially controlled access and a posted speed limit of 65 mph, and a traffic count of 11,000 cars and trucks a day where it intersects UP's Sikeston-Dexter line at-grade; and

WHEREAS, U.S. Highway 60 is the physical extension of Interstate 57, which terminates in Sikeston, Missouri, and has been declared a "Highway of National Significance" by the Congress of the United States, and

WHEREAS, Union Pacific has refused to postpone their plan to increase train traffic across the current on-grade intersection of their Sikeston-Dexter line and U.S. Highway 60 for the estimated two years it would take to complete a grade separation, and

WHEREAS, Union Pacific's proposal, therefore, would cause traffic on U.S. Highway 60 to come to a complete stop anywhere from 7,300 to 14,600 times during this two year period (depending on whether you believe what they've sworn before the STB or said in their public hearing); and

WHEREAS, Stopping high speed vehicular traffic on a four-lane divided highway is inherently dangerous and poses an imminent threat to human life regardless of whether any incidents resulting from that effort result in actual contact with a train; and

WHEREAS, Union Pacific's proposal to intersect 10 to 20 trains a day with 11,000 car and trucks poses an imminent threat to the lives of all who would travel that highway during this interim period; and

WHEREAS, That fact is reflected in federal policy as illustrated in CFR 646.214 "Design", in the subsection titled, "Grade crossing elimination" which states: "All crossings of railroads and highways at grade shall be eliminated where there is full control of access on the highway (a freeway) regardless of the volume of railroad or highway traffic" (emphasis added); and

WHEREAS, U.S. Highway 60 does not technically meet the definition of a freeway in that access is partially, but not fully, controlled. Union Pacific's proposal to intersect 10 to 20 trains a day with 11,000 car and trucks for a two year period nonetheless poses an imminent threat to the lives of all who would travel that highway during this interim period; and

WHEREAS, The federal government has broadly pre-empted state laws governing railroad interstate commerce, and grant railroads an exemption from tort liability for accidents that occur at crossings where federal funds have been used for the construction or maintenance of crossing safety devices; and

WHEREAS, The American people have the right, under these circumstances, to expect that extra care will be observed by federal policy makers to insure that inherently dangerous, life threatening, conditions like this are not sanctioned or approved; and

WHEREAS, Union Pacific stated that their proposal to divert traffic through our highly populated area and across U.S. Highway 60 was chosen because it would allow them to achieve directional running: "at a lower cost than double-tracking UPRR's existing Rockview-Dexter line" (emphasis added) but UP has never provided any support for its cost assertions; and

WHEREAS, Despite this transparently mercenary motive, Union Pacific representatives persist in making disingenuous and duplicitous statements to our community that "Safety is our top priority."

WHEREAS, Approximately 5 miles of this line, from Dexter, Missouri to Idalia, Missouri is already double-tracked, and double-tracking this line appears to be a very viable option; and

WHEREAS, This was the original plan of Union Pacific for achieving directional running, as reflected in the fact that from October 1997 to September 2002, UP acquired 33 individual tracts of land in Stoddard County Missouri apparently for the right of way to double-track this line, and

WHEREAS, That line travels approximately 25 miles through sparsely populated countryside with no tight 90 degree turns but a gradual, arching curve from west to south over the entire course of the line while avoiding all the environmental harms caused by UP's planned operations as set forth in its STB application; and

WHEREAS, That line has only two crossings of state routes, at the far north end and within a mile of the intersection of the Burlington Northern line northwest of Rockview; and

WHEREAS, These two intersections, with a traffic count that does not approach U.S. Highway 60, are already grade separated, and

WHEREAS, There are approximately 24 miles of rail line west and south of the western most grade separated intersection on that line, five miles of which are already double-tracked; and

WHEREAS, Union Pacific is eligible for low interest loans (or loan guarantees) from the federal government through the Railroad Rehabilitation Improvement Financing Program (RRIF), whose authorization has recently been raised by Congress from $3.5 billion to $35 billion; and

WHEREAS, These loans bear the full faith and credit of the United States and the American people and offer the railroad industry a significant advantage over the terms they could otherwise find in the financial markets, as well as a significant advantage over other American industries, and

WHEREAS, These loans constitute a subsidy by the American people to the railroad industry to upgrade their infrastructure, in so much as we will carry the burden of the federal deficit thus aggravated by this program, and

WHEREAS, The citizens of Sikeston, Missouri constitute our proportional share of the population thus required to carry that burden, and have thus already contributed our fair share (both by ourselves, and through the support offered the railroad industry by our representatives in Congress) of the effort to assist the railroad industry in upgrading their infrastructure, and

WHEREAS, Union Pacific could apply for such a subsidized loan to help defray their expense in double-tracking the Rockview-Dexter line, or for any other infrastructure improvements they claim to need so desperately, but have as yet even to apply for a loan under a program that has existed since 2000 albeit at a much lower level of authorization, and

WHEREAS, According the Wall Street Journal, the railroad industry is asking Congress for an additional 25% investment tax credit on their infrastructure-expenditures; and

WHEREAS, Given the extraordinary level of financial subsidy, both already granted and still requested, by the railroad industry from the American people, the rationale by Union Pacific for selecting their current plan, as opposed to double-tracking their existing route through the countryside loses credibility even if the actual numbers in a cost comparison bore out that claim at the margin, and

WHEREAS, The estimated cost of providing just the mitigation items listed by MoDot, and not counting any additional steps our community might reasonably request to mitigate the impact of this plan upon our citizens, are already $24 million, and

WHEREAS, These preliminary costs might reasonably be compared to the costs of double-tracking the existing UP line, 19 miles at a rate acknowledged by UP spokesmen to the media of $1 million a mile, and

WHEREAS, The proposal by Union Pacific to divert traffic through our community is thus a transparent attempt to seek yet an additional subsidy from the American taxpayer in as much as federal law, pursuant to 23CFR646.212 and 23USC130, stipulates that the federal share of these projects must be 90%, absent a voluntary agreement by the railroad which has not been forthcoming in this instance; and

WHEREAS, The Honorable Jo Ann Emerson of the United States House of Representatives who represents the citizens of the City of Sikeston has been in contact with the STB on the Petition, and in written communications with the STB has opposed the Petition on environmental, safety, and socio-economic grounds and as having a "decidedly negative impact on my constituents and offer[ing] no substantive economic benefit to the people whose lives will be affected;" and

WHEREAS The Honorable Christopher S. "Kit" Bond and James M. Talent of the United States Senate have written James R. Young, Chief Executive Officer and President of Union Pacific Corporation citing, "legitimate reasons to ask that alternatives be considered before implementing a change which would impact the daily lives of thousands of citizens." And

WHEREAS, The City of Sikeston, Missouri is located on a geological ridge which rises above what is otherwise completely flat land at the northern edge of the Mississippi Delta. As such, it may constitute a unique situation compared

with other communities that present their concerns before the Surface Transportation Board, and

WHEREAS, The settlement of Sikeston was formed in 1850, before the railroad arrived, and located on this ridge because the lands to the east and west were swamps, and

WHEREAS, When the railroad did arrive, they built their line along the top of the Sikeston Ridge for the very same reason, and

WHEREAS, Following the draining of the swamps and the clearing of the land, homes, businesses and institutions were still built, especially since 1973, close to the railroad track because the land to the east and west is in the flood plain and they were thus required to do so by federal mandate, and

WHEREAS, The growth of Sikeston in proximity to the rail line, thus, was not done by short-sighted or careless people who now seek government protection from the consequences of their own poor judgment. It was done by people who had no choice, who built there accepting a long established pattern of train traffic through the area, and who now seek nothing more than an equitable balance between their legitimate rights to the safe and peaceful enjoyment of their property and a railroad company that has a viable option to build elsewhere.

NOW THEREFORE, BE IT RESOLVED by the Mayor and City Council of the City of Sikeston, Missouri, the City does hereby oppose UP's planned acquisition and operation plan for the reasons set forth herein as the proposed transaction would cause significant, harmful, and irreparable public safety, health, noise, socio-economic, air quality and other local impacts;

THEREFORE BE IT FURTHER RESOLVED, that the Mayor and City of Sikeston, Missouri hereby call upon the Governor of Missouri, the Missouri Department of Transportation, and other federal, state, local, and regional governmental officials to oppose the UP's proposed acquisition and operation of the Line for the reasons set forth herein;

THEREFORE BE IT FURTHER RESOLVED, that the Mayor and the City of Sikeston, Missouri call upon UP to cooperate and work with them to fully address and mitigate the severe safety and environmental problems that would arise if UP's proposed rail line acquisition and operation plan were authorized, including fully considering the option of double tracking UP's existing rail lines, and that if UP is unwilling to do so, or if it is determined that it is not possible to fully mitigate the involved serious impacts, UP should abandon its plans to acquire and operate the Line.

THEREFORE BE IT FURTHER RESOLVED, that the Mayor and the City of Sikeston, Missouri request the Surface Transportation Board to exercise the "No Swap" option available to them under NEPA, thus encouraging Union Pacific to resume their original plan to double-track their Rockview-Dexter line.

THEREFORE BE IT FURTHER RESOLVED, that the Mayor and the City of Sikeston, Missouri request the Surface Transportation Board, if otherwise disposed to approve Union Pacific's request, to require at an absolute minimum a postponement of any increase in train traffic that would intersect U.S. Highway 60 until a grade separation can be constructed, including, but not limited to requiring UP to cooperate with and substantially contribute to the construction of the at-grade crossing.
THEREFORE BE IT FURTHER RESOLVED, that the Mayor and the City of Sikeston, Missouri declare that we are not hostile to the railroad industry nor unmindful of the valuable service they render this country. Nor are we unmindful of the need to assist them in upgrading their infrastructure, as evidenced by our support of federal elected officials who have been so instrumental in offering that assistance to the industry overall. We do, however, believe that this circumstance presents a unique case in as much as a viable alternative exists that, with a full accounting, will be less expensive and safer by any measure.

Read this 15th day of May, 2006, discussed and voted upon as follows:

Harris, Absent, Pullen, Aye, Rogers, Aye,

Stokes, Aye, Teachout, Aye, Terrell, Aye,

Marshall, Aye, thereby being

passed.

Michael G. Marshall, Mayor

Approved as to form
Charles Leible, City Counselor

Seal / Attest:

Carroll Couch, City Clerk

OFFICE OF THE GOVERNOR
STATE OF MISSOURI
JEFFERSON CITY
65101

MATT BLUNT
GOVERNOR

STATE CAPITOL
ROOM 216
(573) 751-3222

May 10, 2006

Mr. W. Douglas Buttrey
Chairman
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

Dear Chairman Buttrey:

Union Pacific's request to the Surface Transportation Board (STB) under docket #FC34672 has come to my attention. I have several concerns relating to this request. In a recent visit to Sikeston I toured the area of the tracks that cross over Highway 60 and go through the city of Sikeston. The residents of Sikeston have every reason to be concerned about the proposed influx of new train traffic that would come through their community. Significantly increased rail traffic traveling at high rates of speed presents a safety risk to motorists on Highway 60 and the City of Sikeston. This increased rail traffic through Sikeston, one of the population centers of southeast Missouri, would separate healthcare and first responders from a school, a nursing home and other locations during the time the trains were passing through the city.

I am also very concerned about the safety of motorists on Highway 60 and the interruption to traffic. Union Pacific's request would significantly increase the rail traffic that crosses Highway 60, which is the main east-west highway in southern Missouri. Currently, there is not a grade separation to ease the danger to motorists and obstruction to traffic that would exist if Union Pacific's request was approved. The construction of a grade separation project would take at least one and a half to two years.

A modern and safe transportation infrastructure is important for our state and nation to compete in the global economy. It is important to me that we balance Union Pacific's desire to expand with the safety of the people of Sikeston, southeast Missouri and travelers on Highway 60. During the STB's environmental review, I ask you to carefully consider the consequences of the Union Pacific request and look again at the alternative of expanding along the northern track between Rockview and Dexter.

Sincerely,

Matt Blunt

United States Senate

WASHINGTON, DC 20510

March 22, 2006

Mr. James R. Young
Chief Executive Officer and President
Union Pacific Corporation
1400 Douglas Street
Omaha, Nebraska 68179

Dear Mr. Young:

Numerous local officials and businesses have contacted us over last several weeks to express concern about the proposed exchange of tracks under consideration by the Surface Transportation Board (STB)- Finance Docket No. 34672 - Union Pacific Railroad Company, Acquisition and Operation, BNSF Railway Company.

We have enclosed several pieces of correspondence we received on this matter and ask that they be taken into consideration during Union Pacific's environmental review by the STB's Section of Environmental Analysis. By no means are these officials opposed to UP expanding or improving operations. Rather, their concern is the impact that 17 to 19 trains will have on schools, nursing homes, first responders and general safety when traveling through populated areas at 45 miles per hour on a daily basis. These are legitimate reasons to ask that alternatives be considered before implementing a change which would impact the daily lives of thousands of citizens.

In addition to these concerns, we understand the Missouri Department of Transportation (MoDOT) is coordinating with UP to address numerous safety issues on the Rockview to Sikeston line, as well as assessing the possibility of building a new dual track route between Dexter and Rockview, presently a single track UP rail line.

Each of these alternatives will require a significant investment by UP, MoDOT and the local communities impacted by the increased rail traffic through the region. For our nation to remain competitive in the world market, these investments are necessary and require a special local, state and federal partnership working with businesses, industries and the corporate community to build the most efficient and safest transportation network possible.

We appreciate you taking time to review the enclosed correspondence and urge UP to continue to work with local officials and MoDOT to select the best alternative to enhance rail transportation and improve safety for the decades ahead.

Sincerely,

Christopher S. Bond
United States Senator

James M. Talent
United States Senator

enclosures
cc: STB
MoDOT

JO ANN EMERSON
MEMBER OF CONGRESS
8TH DISTRICT, MISSOURI

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APPROPRIATIONS

SUBCOMMITTEES:
AGRICULTURE, RURAL DEVELOPMENT, FOOD AND DRUG ADMINISTRATION AND RELATED AGENCIES
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THE FEDERAL BUILDING
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(573) 335–0101

612 PINE
ROLLA, MO 65401
(573) 364–2455

22 EAST COLUMBIA
FARMINGTON, MO 63640
(573) 756–9755

January 4, 2006

The Chairman
Surface Transportation Board
1925 K Street NW
Washington D.C., 20423

RE: Docket # FD 34672

Mr. Chairman:

A request has been filed by Union Pacific to the Surface Transportation Board under docket # FD 34672 that, if approved, would have the potential to negatively impact a significant number of Missouri communities. Union Pacific has requested permission to exponentially increase rail traffic along a route in Southeast Missouri that would cross a major state highway at grade and bisect the cities of Sikeston, Oran, Chaffee, Dexter and numerous smaller communities in and around Scott County.

Highway 60 is the main east-west artery in Southern Missouri. The rail line in question intersects four lanes of Highway 60 at State Highway 114. Highway 60 carries a tremendous amount of traffic, and has been my highest transportation priority since first elected in 1996. Combining state and federal funds, the Missouri Department of Transportation has worked diligently to four-lane Highway 60. The amount of traffic along this corridor has steadily increased and is projected to increase even more, which will bring much needed economic development to the area. A drastic increase in train traffic raises serious safety concerns at this intersection and slows traffic on our major transportation artery. Furthermore, the proposed action could deter economic growth along this corridor.

Sikeston, Missouri is the largest city in the impacted area with a population of approximately 17,000. It is a regional center, therefore, it accommodates many thousands of people who do not reside within the city limits. The proposal by Union Pacific would drastically increase the amount of train traffic running through the middle of Sikeston, separating a large portion of Sikeston's population from much needed emergency services. There are no above-

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grade railroad crossings in Sikeston at this time, so the possibility that fire trucks, police vehicles, school buses and emergency medical teams to get to residents who need their services would be greatly hindered by Union Pacific's proposal.

The proposed action before the Surface Transportation Board will have a negative economic impact for my constituents and will make their everyday lives more difficult and less safe. I have no choice at this point but to oppose the proposal by Union Pacific. I understand the need for effective transportation infrastructure, and I have been a tireless advocate for improving the means of getting goods and services to market. However, since this proposal by Union Pacific has a decidedly negative impact on my constituents and offers no substantive economic benefit to the people whose lives will be affected I have no choice but to oppose this action in its current form.

Sincerely,

JO ANN EMERSON
Member of Congress

JAE/jh

MISSOURI SENATE

JASON G. CROWELL
27TH District

RECEIVED

MAR 2 0 2006

March 17, 2006

Mayor Michael Marshall
City of Sikeston
105 E. Center Street
Sikeston, MO 63801

Dear Mayor Marshall:

It has recently been brought to my attention that the City of Sikeston is working on a railroad issue with the Missouri Department of Transportation (MODOT) and Union Pacific Railroad (UP). I understand there is some conflict between the City of Sikeston and Union Pacific on what would be the best route.

I wanted to offer you my assistance in any way. I have spoken with MODOT and was told that they are planning to do a cost analysis on the alternate route in April. I believe they will be surveying on April 7th and it was my understanding they were meeting with City officials on April 5th. Can you confirm whether this information is correct?

Please feel free to contact me if I can assist you but understand this is a federal issue and my authority is limited to the state level. Maybe by working together with both federal and state elected officials we can resolve this issue in an amicable manner. I stand ready to help the City of Sikeston.

Sincerely,

Jason G. Crowell
State Senator

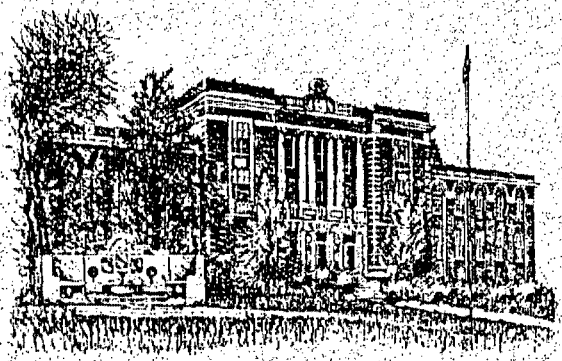
STATE CAPITOL, ROOM 323
JEFFERSON CITY, MO 65101-6806
TELE: 573-751-2459 — FAX: 573-522-9289
jcrowell@senate.mo.gov

MEMBERS COUNTY COMMISSION

MARTIN PRIGGEL
PRESIDING COMMISSIONER

DENNIS ZIEGENHORN
FIRST DISTRICT COMMISSIONER

JAMIE BURGER
SECOND DISTRICT COMMISSIONER



PHONE: 573-545-3549
PHONE: 573-471-9447
FAX: 573-545-3540

SCOTT COUNTY COMMISSION

P.O. Box 188 • Benton, Missouri 63736

RECEIVED

APR 26 2006

Thursday, April 20, 2006

The Honorable Mike Marshall
Mayor, City of Sikeston
105 E. Center Street
Sikeston, Missouri 63801

Dear Mayor Marshall:

We write as a follow up to our January 12, 2006 letter expressing our concerns related to the proposed increase in rail traffic through central Scott County. We the commissioners of Scott County, continue to firmly believe that the shift in rail traffic from existing routes in northern Scott and Stoddard Counties to a route through central Scott County will be detrimental to the safety and welfare of the residents of our county. In recent correspondence, Union Pacific's response to consider alternatives indicated that the shift of traffic was "...the safer and more efficient approach...". We would like to address both the issue of safety and efficiency.

Our primary concern is the safety of the residents of Scott County and surrounding areas. Although plans have indicated upgrades to several of the crossings affected, many city and county roads will not receive additional protection. Routes which currently see minimal rail traffic would see traffic doubled initially with the potential for future unbridled increases. This increased volume and higher-speed rail traffic poses an unnecessary risk to the motorists and pedestrians of our county who are unaccustomed to high volume train traffic along these routes. As mentioned in previous correspondence, an additional fear is that rail traffic posses a risk to our residents by increasing response time of emergency services in the county. Union Pacific indicated plans to share real-time information about blocked crossing with the City of Sikeston's emergency dispatch services. This may increase emergency responder's ability to avoid blocked crossings, however response time will be lengthened by this attempt to avoid the blocked routes. Furthermore, Union Pacific's willingness to provide this data serves as evidence that they believe the increase traffic will be detrimental to public safety efforts. Additionally, this sharing of information only addresses the City of Sikeston and has no provision for the remainder of Scott County where the vast majority of the railway lies.

On the matter of efficiency, we do not dispute the fact that the shift of traffic through Scott County will be financially advantageous to Union Pacific. Double tracking the existing route could be an expensive proposition shouldered primarily by Union Pacific. The Missouri Department of Transportation estimates the shifting of traffic through central Scott County will require in excess of $24 million in crossing improvements. Grade separation at US Highway 61 alone is estimated to cost $12 million and grade separation at Chaffee is projected at $3.7 million. If the proposed shift of traffic through central Scott County is approved, it is foreseeable that ½ of this expense will fall to MoDOT and ultimately to Missouri's taxpayers. Missouri's roadways will be sacrificed to allow Union Pacific to improve profitability.

Our opinion remains that the Union Pacific track exchange will unnecessarily endanger the citizens of Scott County and impose an unnecessary expense to Missouri's taxpayers. Union Pacific's initial concept of double tracking the current route is the safer and financially responsible option. Any obligation on Union Pacific's part to exchange track with Burlington Northern should not overshadow the safety of our citizens nor should the profitability of Union Pacific be assured by Missourian's tax dollars. We appreciate your consideration in this matter and look forward to discussing it further.

Respectfully Submitted,

DENNIS ZIEGENHORN
1st District Commissioner

MARTIN PRIGGEL
Presiding Commissioner

JAMIE BURGER
2nd District Commissioner

PLAT BOOK

OF

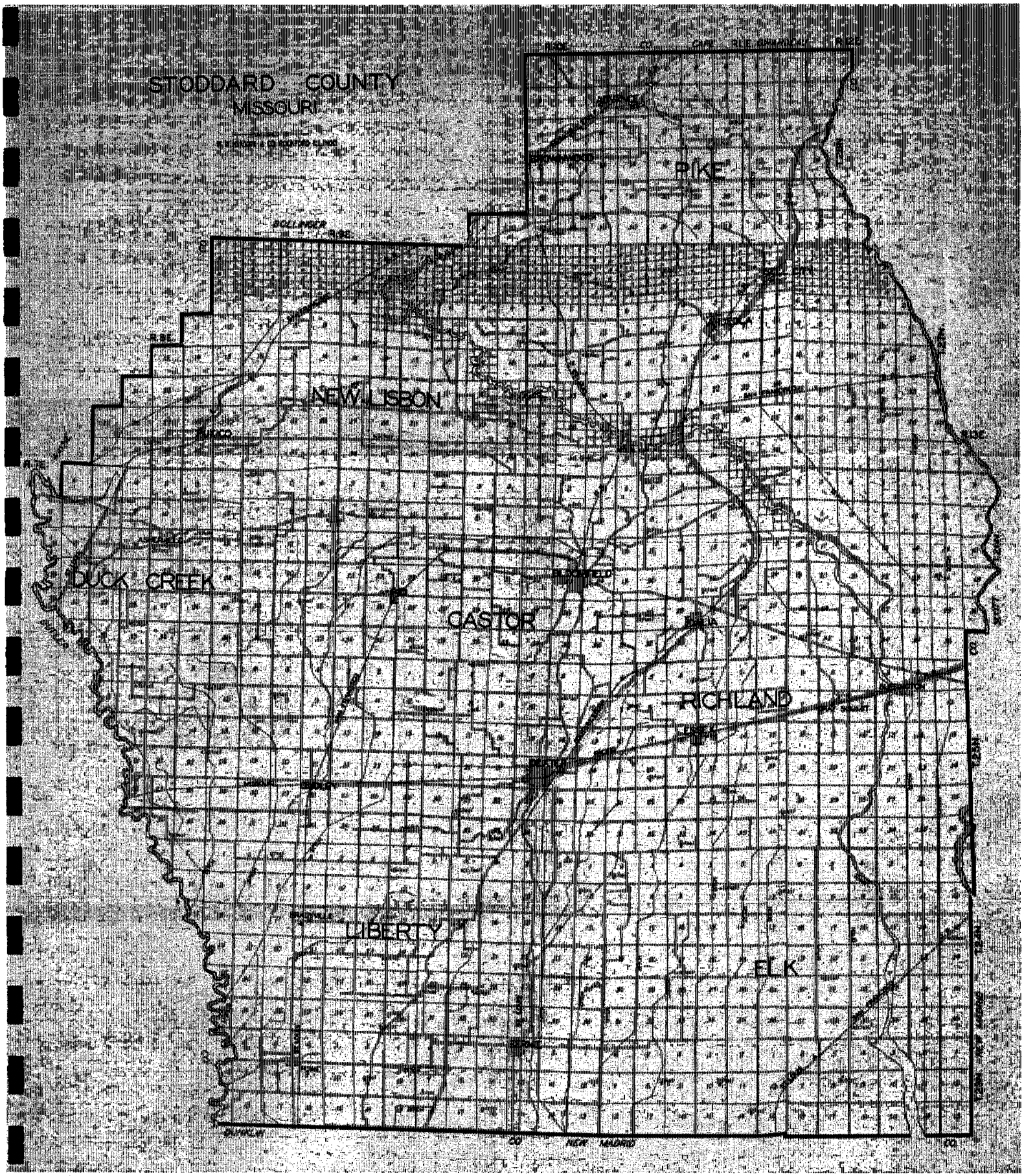
STODDARD COUNTY,

MISSOURI

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REISTRUP

VERIFIED STATEMENT OF PAUL H. REISTRUP
Finance Docket. No. 34672

I. Background and Qualifications

My name is Paul H. Reistrup. I am an independent consultant on rail operations and engineering matters. My address is 8614 Brook Road, McLean, VA 22102. A copy of my curriculum vitae is attached hereto as Exhibit PHR-1.

I have more than 45 years of experience in railroad engineering, operations and management. I have occupied engineering, operating and executive positions with CSX Transportation, Inc. ("CSXT") and its predecessors, including positions as Assistant Division Engineer (responsible for infrastructure maintenance), Trainmaster, General Yardmaster and Superintendent of Car Utilization and Distribution in the late 1950's and 1960's, and Vice President-Passenger Integration from 1997 to 2003. I have served in several senior executive positions at the Illinois Central Railroad, including Vice President-Passenger Service, Vice President-Intermodal Service, and Senior Vice President-Traffic. I have also served as President of two railroads: Amtrak (when it acquired the Northeast Corridor from Conrail) and the Monongahela Railway (an eastern coal-carrying railroad). In addition, I have consulted for a number of years on rail engineering, operations and management matters, including service with R.L. Banks & Associates, Inc., and as Vice President of the rail division of the international engineering firm Parsons Brinckerhoff.

II. Purpose and Scope

I have been requested by the City of Sikeston, MO, to address the engineering, operating and cost issues related to Union Pacific Railroad Company's ("UP") directional-running plan between Rockview and Dexter, MO, which includes UP's acquisition of BNSF Railway Company's ("BNSF") railroad line between Rockview and Sikeston, MO. Specifically, I will address the relative efficiency and capital costs associated with using that line in conjunction with UP's line between Sikeston and Dexter as opposed to completing the double-tracking of UP's existing, direct line between Rockview and Sikeston.

In connection with this assignment, I conducted a field trip to the Sikeston area on May 11, 2006. I was accompanied on this trip by Mr. Steve Thornhill of the Burns & McDonnell engineering firm, whose assignment was to conduct a preliminary investigation of the environmental impacts associated with implementation of UP's directional running plan and, alternatively, the completion of double track on UP's existing Rockview-Dexter line. Mr. Thornhill and I inspected all of the railroad lines involved and also reviewed aerial photographs and maps of the area. I have also reviewed correspondence from the Missouri Department of transportation ("MoDOT") pertaining to the upgrading of rail/highway crossing protection on the involved lines.

III. Description of UP's Project and Alternatives

UP has sought authority from the STB to acquire the 23.7-mile BNSF line

between Rockview and Sikeston, MO. Acquisition of this line is part of a UP project to institute "directional running" between Rockview and Dexter, MO, which is part of its busy route between St. Louis and Houston, as well as other points in eastern Texas. The directional-running project is an alternative to double-tracking the portions of UP's existing line between Rockview and Dexter that do not already have two main tracks.

A schematic of the lines involved in UP's directional-running project is attached hereto as Exhibit PHR-2. BNSF's 23.7-mile Rockview-Sikeston line essentially forms the right leg of a right triangle. The bottom leg of the triangle is UP's light-density, 23-mile line between Sikeston and Dexter. The hypotenuse of the triangle is the existing UP line between Rockview and Dexter, which I will refer to as the "Rockview-Dexter line." The Rockview-Dexter line is approximately 40.5 miles in length.[2]

The volume of traffic presently moving over UP's Rockview-Dexter line is heavy, approximately 40-42 trains in both directions per day, and there is every reason to believe it will increase in the future. The Rockview-Dexter line is already congested, and for this reason UP proposes to convert what is largely a single-track line today to a two-

[2] The mileage for UP's Rockview-Dexter line was determined from PC Miler Rail, a commercially-available computer program that is widely used to determine rail mileages. The program measures rail mileage between stations, and the distance may be slightly different between the track connections at Rockview and Dexter. More precise mileage can be obtained from UP's operating timetables and track charts, which are being sought in discovery. The mileage for the Sikeston-Dexter line was measured by automobile odometer from parallel roads because the UP "station" of Sikeston is not located at the intersection of the Rockview-Sikeston and Sikeston-Dexter lines.

track line. There are two ways to accomplish this: add a second main track to the portion of the Rockview-Dexter line that does not already have two main tracks,[3] or institute directional running using two different lines, with most traffic moving in one direction using one line and most traffic moving in the other direction using the other line. UP has chosen the later option to increase its capacity between Rockview and Dexter. UP states in its Petition for Exemption in this proceeding that approximately half (or 11 to 12) of the daily southbound trains that move between Rockview and Dexter, would be shifted to the alternate route via Sikeston (using the line between Rockview and Sikeston to be acquired from BNSF and the existing UP line between Sikeston and Dexter). However, I understand that during a subsequent town meeting in Sikeston, a UP representative indicted that, in fact, UP plans to move about 20-21 trains per day from the Rockview-Dexter line to the route via Sikeston – or virtually all of the southbound rail traffic moving between Rockview and Dexter.

To perfect its new routing, UP must install or relocate/upgrade track connections between (1) its Rockview-Dexter line and the BNSF line at Rockview, (2) the BNSF line and UP's Sikeston-Dexter line at Sikeston, and (3) UP's Sikeston-Dexter

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[3] Based on my field trip observations and conversations with local property owners, it appears that a second track presently exists on about 15 miles of the Rockview-Dexter line. However, a portion of this appears to be best described as "controlled siding." Review of UP's track charts for the Rockview-Dexter line is necessary to determine the exact amount of second main track (including powered passing sidings) that presently exists on this route.

line and its Rockview-Dexter line at Dexter. See Exhibit PHR-2. In addition, UP must upgrade its Sikeston-Dexter line to accommodate a far greater traffic volume than uses that line at present (according to UP, only one train per week presently operates over the line between Sikeston and Dexter).

Based on my field-trip observations in mid-May 2006, a considerable amount of the work required to implement UP's directional-running plan is already underway, notwithstanding that the STB has not yet conducted any environmental review of UP's project, or approved UP's proposal to acquire the Rockview-Sikeston line from BNSF. In particular, UP has already undertaken the upgrading of the track and bridges on the Sikeston-Dexter line. UP has also begun construction of the necessary track connection at Rockview. Grading for the connection at Rockview has been competed, apparently with BNSF's cooperation.

I also understand, based on discussions with Sikeston officials who have reviewed the relevant property records, that UP has already acquired 33 parcels of land which would be needed to complete the double-tracking of the Rockview-Dexter line.

IV. Double-Tracking the Rockview-Dexter line is a feasible Alternative to UP's Directional-Running Plan

Part of the Rockview-Dexter line – which is UP's current, direct route Between Rockview and Dexter – already has two main tracks. (As previously indicated,

up to 15 miles of the 40.5-mile line between Rockview and Dexter has at least two tracks, although it is unclear on the basis of the information presently available to me how much of this is signaled second main track or passing siding and how much is other track.) Based on my field trip and review of aerial photographs of the area, it is clearly feasible from an engineering and operating standpoint to complete double-tracking of the Rockview-Dexter line.

In fact, double-tracking the remainder of the Rockview-Dexter line is preferable from an operating standpoint to using the alternative route via Sikeston. Adding capacity to the Rockview-Dexter line would provide a shorter route (by about six miles) for southbound trains traveling between Rockview and Dexter than the 46.7-mile route via Sikeston. The Rockview-Dexter line avoids more populated areas including in particular the City of Sikeston, and traverses fewer busy rail/highway grade crossings. Also, as Mr. Thornhill discusses in his verified statement on behalf of the City of Sikeston, expansion of capacity on the Rockview-Dexter line by double-tracking has fewer adverse environmental and safety impacts than implementation of UP's directional-running plan via Sikeston.

V. Comparison of Tasks/Costs Required to Double-Track the Rockview-Sikeston Line Versus Implementation of the Directional-Running Plan

The following tasks are required to complete double-tracking of UP's Rockview-Dexter line:

1. Acquisition of additional right-of-way. (I understand that UP has already acquired 33 parcels of land for this purpose, but do not know whether any additional right-of-way is required).

2. Installation of second main track and related signaling on the 25.5+ miles of the Rockview-Dexter line that presently have single track.

3. Widening the bridges over watercourses at several locations, including the bridges over two streams, the Castor and Whitewater Rivers, to accommodate a second track.

4. Widening the abutments for two overhead highway bridges (at the locations of existing grade separations for U.S. Highway 77 and County Road M) to accommodate a second track.

5. Upgrading the crossing protection (signals) at several locations.

The following tasks are required to implement UP's directional-running Plan, under which southbound trains would move via Sikeston:

1. Acquire the Rockview-Sikeston line from BNSF (including obtaining STB authority for same).[4]

2. Upgrade the Rockview-Sikeston line to accommodate approximately 20 additional trains per day.

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[4] UP states in its petition for exemption that it is acquiring the Rockview-Sikeston line from BNSF in a "swap" for UP's line between Sterling and Union, CO, which BNSF is acquiring from UP. I understand that the STB recently approved BNSF's acquisition of the Sterling-Union line from UP (Finance Docket No. 34863), but I do not know whether the actual transfer of the Sterling-Union line has been completed, or what arrangements UP and BNSF have if the STB turns down UP's petition for exemption to acquire the Rockview-Sikeston line. The carriers must have some arrangement that places a value on each line segment, as the property exchange arrangement would be negated if the STB denies UP's petition in the instant proceeding.

3. Rebuild/upgrade the track and bridges in UP's Sikeston-Dexter line to accommodate an increase from one train per week to about 20 trains per day. This is a light-density line with lightweight, jointed 110# rail that cannot support expected daily train volume (and weight) without major rehabilitation.

4. Install new or relocated/upgraded track connections at three locations (Rockview, Sikeston and Dexter). This is necessary to facilitate efficient, head-on operation of UP trains between the three lines involved.[5]

5. Upgrade crossing protection at various locations, including the construction of rail/highway grade separations. (This is addressed further below.)

With respect to the relative cost of the two alternatives, UP states at page 6 of its Petition for Exemption that implementation of directional running between Rockview and Dexter via Sikeston will expand capacity and increase efficiency on UP's St. Louis-Houston corridor, "and do so at a lower cost than double-tracking UP's existing Rockview-Dexter line." Based on the results of my field investigation and preliminary information from MoDOT on some recommended crossing upgrades, I am highly

[5] As shown on Exhibit PHR-2, connections already exist between UP's Rockview-Dexter line and BNSF's Rockview-Sikeston line at Rockview, and between UP's Sikeston-Dexter line and the Rockview-Dexter line at Dexter. However, these connections must be re-aligned, and their curve radii enlarged, to permit trains to move efficiently between these lines. There is no existing connection between the BNSF and UP lines at Sikeston, so a new one will have to be constructed at the location shown on Exhibit PHR-1. Construction of this new track connection will require closing parts of two city streets, removing several homes, and removing/relocating a lift station building owned by the City of Sikeston.

skeptical of UP's claim that UP's directional-running plan can be accomplished at lower cost than double-tracking the Rockview-Dexter line. In fact, based on my field trip and the other information presently available to me, double-tracking the remainder of the Rockview-Dexter line is likely to be less expensive than implementing UP's directional-running plan.

I do not have enough information at this time to estimate with any precision the relative cost of the necessary track, signal and bridge work required to complete double track on the Rockview-Dexter line versus implement UP's directional-running plan. The information needed to prepare definitive cost estimates includes:

1. The precise length of the Rockview-Dexter line, and its present track and signal configuration (UP operating timetables and track charts are needed to determine this).

2. The cost of acquiring the right-of-way needed to complete double tracking of the Rockview-Dexter line.

3. UP's acquisition cost for BNSF's Rockview-Sikeston line.

4. A final decision on what rail/highway crossing upgrades are to be installed, their cost, and who is to pay for them.

However, I estimate that the cost of the track, signal and bridge work needed to complete double tracking of the Rockview-Dexter line would be roughly comparable – within a few million dollars – to the cost of the track, signal and bridge work needed to make the route via Sikeston a feasible and efficient alternative for the 20

additional daily trains UP says it intends to move via that route. When it is considered that the cost of just the preliminary rail/highway crossing upgrades recommended by MoDOT is three times greater for the Sikeston route than for the Rockview-Dexter line, it is clear that implementation of UP's directional-running plan is likely to cost substantially more, in total, than double-tracking the Rockview-Dexter line.

In letters to the STB dated March 8, 2006 and May 17, 2006 (copies attached as my Exhibits PHR-3 and PHR-4, respectively), MoDOT estimated the cost of needed crossing work for double-tracking the Rockview-Dexter line at $8.5 million, of which $2.5 million is for upgrading grade crossing protection at various locations and $6 million is for widening the abutments for two overhead highway bridges to accommodate two tracks. MoDOT's preliminary estimate of the cost of some crossing upgrades on the Rockview-Sikeston-Dexter route was $24.4 million.[6]

Thus, to date, MoDOT's estimate of the total cost of the recommended crossing projects on the Rockview-Sikeston-Dexter route is approximately $16 million more than the cost of the recommended crossing projects in connection with double-tracking the Rockview-Dexter line, or three times as much.

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[6] How these crossing upgrades will be paid for is also uncertain. MoDOT's May 17, 2006 letter (Exhibit PHR-4) noted that UP had preliminarily agreed to contribute a total of $7 million for one grade separation and for installation of crossing signals, but had not agreed on the need for or contribution to two additional grade separations that MoDOT recommended.

VI. CONCLUSION

Based on my field observations and preliminary review of the probable costs of implementing the two alternatives, I am frankly surprised that UP is pursuing its Rockview-Sikeston-Dexter directional-running project rather than completing the installation of double track on its existing, shorter route between Rockview and Dexter. Double-tracking the Rockview-Dexter line is likely to be less expensive, in total, than implementing the directional-running plan, and train operations would be safer and more efficient using a double-tracked Rockview-Dexter line than using the Rockview-Sikeston-Dexter route.

VERIFICATION

I, Paul H. Reistrup, verify under penalty of perjury that I have read the foregoing Verified Statement and the exhibits referenced therein, that I know the contents thereof, and that the same are true and correct except as to those matters stated on information and belief, and as to those, that I believe them to be true. Further, I certify that I am qualified and authorized to file this statement.

Paul H. Reistrup

Executed on: July 19, 2006.

PAUL H. REISTRUP
CONSULTANT

Biographical Profile

Date of Employment by CSX (or predecessor): July 1, 1997

Place of Birth: Sioux City, Iowa

Education: B.S., Engineering, United States Military Academy, West Point,NY 1954

Chronology of Employment:

1959 to 1961 – Assistant Division Engineer, Baltimore and Ohio Railroad
Infrastructure maintenance including track, bridges, signals and buildings on a mountain territory and later on high speed Division between New Castle, PA and Pine Jct (Chicago) IL.

1961 General Yardmaster, B&O Railroad
In charge of 1000 car classification yard at Fairport Harbor, Ohio, serving coal transship-ment to Lake boats, grain processors and chemical customers. Supervised around the clock yardmasters and switch engines.

1961 to 1963 Trainmaster, B&O Railroad
Pittsburgh, PA headquarters for territory between Cumberland, MD and New Castle, PA plus line to Wheeling, WV. Supervised train crews of coal, merchandise, intermodal and passenger (including commuter) trains over generally mountain territory.

1963 Superintendent of Car Utilization and Distribution
In charge of system distribution of some 60,000 freight cars consistent with ICC regulations. Responsibility included passenger train movement orders and related assignment of coach, sleeper, diner, RPO, mail and express cars.

1964 to 1966 Director of Passenger Service, B&O/C&O Railroad
Selected to head restructured passenger department to include pricing/marketing, operations, mail, expess and dining services. Became joint C&O Railway after control when responsibility expanded to include dining and cabin (sleeping room) service on three cross lake car ferry routes.

1966 to1967 Assistant to Vice-President – Executive Department, B&O/C&O Railroad
Selected by Railroad President to be groomed for key positions in Coal Department. During process traveled to <u>all</u> C&O/B&O mine loading locations that produced more than 1000 tons per day, numbering more than 100 operations in total.

1967 to 1968 Vice-President – Passenger Service, Illinois Central Railroad
Elected to form integrated operations, marketing, pricing, mail and express, dining and commuter department. Task was to reduce intercity trains by one half and implement

improvement program on electrified Chicago commuter operation to include funding and replacement of 40 year old equipment on 215 trains. Goal achieved in 18 months to meet commitment.

1969 to 1970 Vice-President – Intermodal Service, Illinois Central Railroad
Formed new department to develop emerging intermodal business of truck trailers and containers on flatcars. Initiated very commercially successful dedicated intermodal trains on passenger train schedules and led construction of four new intermodal terminals (exchanges) known as "IMX".

1970 to 1975 Senior Vice-President – Traffic, Illinois Central Gulf Railroad
Responsible for all freight revenue, sales, marketing, pricing, coal traffic and Industrial Development. Continued to be in charge of intermodal as that department was consoli dated. Elected to ICRR Board of Directors.

1975 to 1978 President and CEO, Amtrak
Elected in Jan 1975 to become Amtrak's second President and CEO. The operation then can best be described as horrible. Made it safe, led huge acquisition of equipment, selected locomotives that stayed on the track and against formidable opposition achieved acquisition of the most important element-The Northeast Corridor. Shared Penn Station New York City with Long Island RR and began enduring relationship with Commuter Agencies, including MBTA, Metro North, what became Jersey Transit, SEPTA and MARC. Presided over all related labor union related transitions.

1978 to 1988 Vice-President R.L.Banks & Associates
Number Two in the Firm during the period of fuel "panic" and resulting switch from oil to coal power plants. Resurgence of commuter rail (VRE) and light rail (Baltimore resounding success) involved my role as "Project Manager".

1988 to 1992 President, Monongahela Railway Company
Subsequent to a six year marketing role as acting Chief Traffic Officer under contract with RLBA was elected as President and CEO of CSX/CR/PLE owned heavy haul coal railroad. Tonnage tripled during 10 year role as chief coal marketing officer. Two new mines opened subsequent to convincing coal operators output could (and was) flow effective. Role ended as President of a Conrail subsidiary.

1992 to1994 General Manager, Railroad Development Corporation
Led Argentina through safe transition from government railroad to commercial enterprise of some 5000 miles. Startup was fully automated to U.S. safety standards since remaining employees had tenure for life.

1994 to 1997 Vice-President, Parsons Brinckerhoff
Initially engaged to lead PB's international rail effort because of the successful Argentina endeavor. Trained senior management (Chairman, VC, General Managers) of new Cairo, Egypt subway as experienced railway managers to lead subway constructed to BART (San Francisco) and Washington, DC Metro Rail automated standards. Resulting transition was safe.

1997 to 2002 Vice-President – Passenger Integration, CSX Transportation, Wash, DC
Was requested to rejoin CSX "family" to support Conrail integration of passenger with freight. Critical focus was NEC and the multitude of commuter rail interfaces plus Amtrak as CSX was the largest operator by number of trains and train miles.

2003 Consultant, CSX
From retirement from CSX to 31 Aug 2003 served CSX to introduce chosen successors to all passenger entity key players. Smooth transition was the goal.

2003 to present President, Paul H.Reistrup and Associates
Consultant on an hourly cash fee basis. No retainer cash fee.

Business, Civic and Professional Affiliations

Transportation Reearch Board
Appointed Member Emeritus 2001
Chair- Committee AR030, Railroad Operating Technologies-2005/2006

American Railway Engineering and Maintenance Association (AREMA)

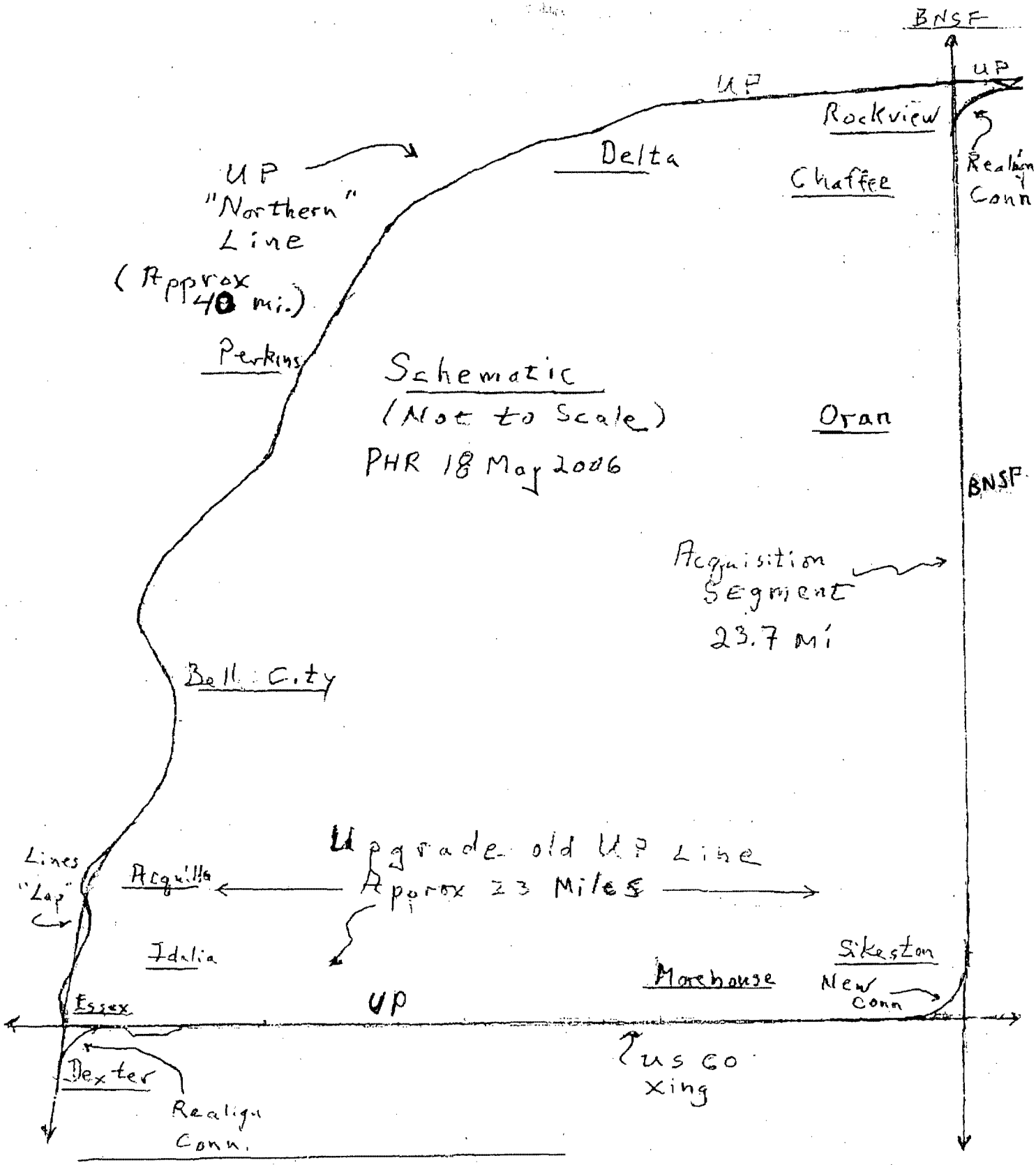
Association of Railway Superintendents

Board Member-J.W. Barriger III Library

Lexington Group (Railroad History)

Association for Transportation Law, Logistics and Policy

EXHIBIT PHR- 2



PHR, updated 20 June 2006

Missouri
Department
of Transportation

MoDOT

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www.modot.org

Mark Shelton, District Engineer

March 8, 2006

The Chairman
Surface Transportation Board
1925 K Street NW
Washington D.C. 20423

RE: Docket # FD 34672, Rail line swap between UP and BNSF Railroads

Union Pacific (UP) is anticipating upgrades to the railroads in Southeast Missouri to support increased train traffic and improve efficiency of their system. MoDOT is working to ensure that whichever UP option is approved, the upgrades occur with the proper regard to rail-highway intersection safety improvements necessitated by these UP business changes.

A NEPA analysis is the proper avenue to evaluate and compare the full cost to society of any transportation improvements. As a transportation agency, we use the NEPA analysis for highway projects to assist in selecting the best option based on the totality of the circumstances. We were therefore pleased to note UP's docket submittal also included a NEPA analysis to be performed by a third party. MoDOT requests that costs to provide rail-highway safety improvements and a comparative safety analysis be included in the NEPA analysis of the two options available to UP (rail line swap or dual track) so that the best option available can be selected for this transportation system improvement.

MoDOT, at UP's request, reviewed the rail-highway intersections for the Rockview-Sikeston-Dexter option and developed a list of recommended improvements. These recommendations address a variety of issues that will result from the increased train traffic including commerce delay, delaying emergency vehicles, and traffic backup and delay on high volume-high speed roadways such as Route 60. It should be noted, however, that these recommended improvements do not include costs for the more stringent improvements, such as double gates, that would be necessary for quiet zones within the cities or any other city expenses resulting from this change in train traffic.

All recommended improvements on the attached list were jointly agreed upon by MoDOT and UP except two – Route A at Chaffee and Route Y at Sikeston. At those locations, UP recommends improved at-grade warning systems while MoDOT recommends a grade separation to facilitate emergency vehicle access within these communities. At the Route 60 intersection, MoDOT and UP agree that a grade separation is needed, however, agreement has not been reached whether interim measures could be used until the grade separation is completed.

The rail-highway improvements for the Rockview-Sikeston-Dexter option have a preliminary cost estimate in excess of $24 million. MoDOT anticipates compiling a similar rail-highway safety improvement list for the dual track option from Rockview directly to Dexter by mid-April.

The only options available to fund these improvements at the at-grade crossings are railroad safety funds, which are not sufficient to cover all costs of this improvement plus other rail safety issues statewide. The new features are necessary to ensure that the upgrade does not have a negative effect on highway safety in the locations affected. Through preliminary negotiations with UP and MoDOT, both parties have agreed the cost of the upgrades would be shared between the two parties. MoDOT is suggesting that UP fund at least 50% of the necessary improvements that entail grade separations and 65% of the necessary improvements to the at-grade crossings. UP has already agreed to that 65%-35% cost share. These ratios are similar to MoDOT's cost-share program used by other private and public entities for highway developments outside the normal planning process that need an expedited completion to protect the traveling public.

We would like to suggest that STB approval of UP's request be conditioned on this cost-share and the final installation of the improvements.

We appreciate the opportunity to comment regarding these railroad improvements and the effects that will result.

Sincerely,

Mark Shelton, P.E.
District Engineer

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI Developed by MoDOT and UP						
CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446175M	Morehouse	US HWY 60	MoDOT		Grade separations and re-route of MO 114. Design on this project can begin as soon as determine level of financial commitment from UP. Estimated time for design and construction approximately 2 years.	$12 million
446199B	Sikeston	N. West St	City of Sikeston	XB	Needs full set of lights and gates, pavement markings and advance warning signs. Study needed for exempt signs and advance warning signs and requires advance traffic signal pre-emption	$250,000 Preliminary Agreement: UP: 65%, $162,500 MoDOT: 35%, $87,500
446193K	Sikeston	West Gate St.	City of Sikeston	XB	Pavement markings-District 10 counted traffic, lights and gates still needed after their count	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
665641U	Oran	CO RD 411	Scott Co.	XB	Pavement markings and advance warning signs both sides-stop signs both sides, stop signs on both sides of road on one side, additional "watch for increased train traffic" sign on both sides, new lights and gates	$175,000 Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750
665634J	Sikeston	CO RD 450	Scott Co.	XB	Install interim stop signs, advance warning signs and pavement markings	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI Developed by MoDOT and UP						
CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446348A	Dexter	CO RD 717	Stoddard Co.	XB	New Lights and gates, interim stop signs	$175,000 Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750
663963B	Chaffee	CO RD 209	Scott Co.	FL, BL	County to install pavement markings and one advance warning sign	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
663962U	Chaffee	Yokum St. Rte. A	MoDOT	RG, CLO, BL	Interim Solution: MoDOT to install pavement markings both sides, new LED's, CWT circuitry, Long Term Solution: Grade separation to allow emergency vehicle access. NOTE: UP has not agreed to cost share a grade separation at this location.	$76,600 interim solution Pavement: MoDOT 100% = $200 LED's and Circuitry: MoDOT: 35%, $26,740 UP: 65%, $49,660 Grade Separation: $3.7 million
665651A	Chaffee	CO RD 252	Scott Co.	XB	Install new lights and gates, Stop signs both sides and pavement markings both sides	$175,000 Gates & CWT: Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750
446192D	Sikeston	Sunset Drive	City of Sikeston	RG, BL	New lights, and gates needed. Pavement markings needed.	$175,200 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI
Developed by MoDOT and UP

CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
446188N	Sikeston	RTE BB	MoDOT	FL, BL	New lights, gates, circuitry	$175,000 New lights & gates Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750
446183E	Morehouse	Benton St., RTE Z	MoDOT	RG, BL	New gates/lights/circuitry	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
665639T	Near Sikeston	MO 91	MoDOT	FL	New gates and lights	$175,000 Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750
665636X	Sikeston	RTE Z	MoDOT	FL	New Lights and gates	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
446168C	Grayridge	RTE AH	MoDOT	FL, BL	Pavement markings to be freshened, new lights and gates	$175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
446165G	Grayridge	MO 153	MoDOT	FL, BL	Additional warning devices, new lights/gates needed	Lights & gates, $175,000 Preliminary Agreement: UP: 65%, $113,750 MoDOT: 35%, $61,250
446356S	Essex	Cypress St. RTE FF	MoDOT	FL, BL	New Lights, gates and side lights	$175,000 Preliminary Agreement: MoDOT: 35%, $61,250 UP: 65%, $113,750

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI
Developed by MoDOT and UP

CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
665655C	Chaffee	Gray St.	City of Chaffee	RG, BL	City to install pavement markings both sides, new LED's	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
665644P	Oran	Main St.	City of Oran	RG, WW	Advance warning sign east side, pavement markings both sides, remove stop signs, new LED's	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
665643H	Oran	Radcliff-RTE W	MoDOT	RG, BL	Pavement markings to be installed, remove stop signs, new LED's	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
665642B	Oran	Greer St.	City of Oran	RG, WW	Advance warning signs installed on both sides. Pavement markings need to be installed on both sides. Remove stop signs, install new LED's	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
665631N	Sikeston	RTE ZZ	MoDOT	RG, BL	New LED's	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100

PROPOSED RAIL-HIGHWAY SAFETY IMPROVEMENTS FOR UP RAIL SWAP IN MISSOURI Developed by MoDOT and UP						
CROSSING #	CITY	STREET/ HWY	ROAD AUTH.	PRESENT STATUS	DESCRIPTION OF IMPROVEMENTS	PRELIMINARY ESTIMATED COST
665628F	Sikeston	RTE Y	MoDOT	RG, BL	Interim Solution: Install pedestrian gate or warning system or maze on sidewalk crossing, new LED's. Long term solution: Grade separation to allow emergency vehicle access. NOTE: UP has not agreed to cost share a grade separation at this location.	$16,000 Preliminary Agreement: MoDOT: 35%, $5,333 City: 33%, $5,333 UP: 33%, $5,333 Grade separation: $5.7 million
673074A	Sikeston	Wakefield St.	City of Sikeston	RG, BL	Refresh pavement markings, new LEDs	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
665627Y	Sikeston	W. North St.	City of Sikeston	RG, BL	Refresh pavement markings, new LEDs	$6,000 LED's Preliminary Agreement: UP: 65%, $3,900 MoDOT: 35%, $2,100
22 various crossings	Varies	City streets and counties		XB	Post stop signs, advance warning signs, or in a few cases close crossings	Undetermined

FI-2096 **EXHIBIT PHR-4**
CG **Page 1 of 2**

Missouri Department of Transportation

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Mark Shelton, District Engineer

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2006 MAY 23 P 12:09
OFFICE

May 17, 2006

The Chairman
Surface Transportation Board
1925 K Street NW
Washington D.C. 20423

RE: Docket # FD 34672, Rail line swap between UP and BNSF Railroads

The analysis of costs for the alternatives available to UP for this rail traffic increase were not completed when MoDOT made its previous docket comment in March 2006. This letter is a follow-up to that comment letter and includes a summary of anticipated signal and rail-highway crossing improvement costs. All information included in the initial docket comment is still accurate and applicable.

MoDOT reviewed the rail-highway intersections for the Sikeston Branch and the Northern Alternative (a proposal to dual track the existing UP rail line). These recommendations primarily address locations where the higher volume of traffic conflicting with the rail traffic significantly increases the safety risk to motorists. Costs to local communities located along these two alternatives to implement quiet zones or to address quality of life concerns are not included in MoDOT's estimates. We anticipate that STB will receive docket comments from each of these local officials addressing their anticipated costs. Costs that will be incurred by UP for any non-crossing related track improvements necessary to implement either option are not included in MoDOT's estimates.

We ask that the attached costs be included in the NEPA review of the rail options and would appreciate any opportunity to participate further in that NEPA review relating to impacts to the motorists.

Sincerely,

Mark Shelton

Mark Shelton, P.E.
District Engineer

Cost Comparison of Rail-Highway Intersection Improvements
Northern Alternative vs. Sikeston Branch

Comparison Summary:

a. Costs for highway and signal warning system improvements are the only issue addressed—MoDOT is unfamiliar with costs associated with railroad track and track-related infrastructure requirements for either option.
b. The MoDOT cost alone is more for Sikeston Branch -- $11.7 million vs. $8.5 million.
c. Cost for Northern Alternative presumes no cost share opportunities with UP.
d. Cost comparison does not include any local or UP costs associated with implementing a quiet zone or addressing any other local community quality of life concern.
e. Cost for engineering and land acquisition is not included for either option.

Northern Alternative

MoDOT
$2.5 million - RR crossing signals at various locations
$2 million - new grade separation at Rt 77
$4 million - new grade separation at Rt M
** No cost-share agreement anticipated with UP for these highway crossing improvements
TOTAL $8,500,000

Sikeston Branch

MoDOT	UP
$6 million -- US 60 grade separation	$6 million
$1 million - RR crossing signals	$2 million
$2.85 million -grade separation at Rt Y	$2.85 million (agreement not reached)
$1.85 million -grade separation at Rt A	$1.85 million (agreement not reached)
TOTAL $11,700,000	TOTAL $12,700,000
GRAND TOTAL $24,400,000	

THORNHILL

VERIFIED STATEMENT OF STEPHEN G. THORNHILL

My name is Stephen G. Thornhill. I am Project Manager - Rail Line Environmental Studies for Burns & McDonnell, an international engineering firm. My office address is 9400 Ward Parkway, Kansas City, Missouri. I have 13 years' experience with Burns & McDonnell conducting environmental evaluations in connection with rail construction projects. My qualifications and experience are described in more detail in Exhibit SGT-1 attached hereto.

I have been engaged by the City of Sikeston, Missouri to conduct a preliminary review of the environmental impacts of Union Pacific Railroad Company's ("UP") proposal to acquire BNSF Railway Company's ("BNSF") line between Rockview and Sikeston, Missouri and to institute direction running of UP trains over a Rockview-Sikeston-Dexter Routing. I was also asked to compare the environmental impacts of UP's plan with an alternative plan: double-tracking UP's existing line between Rockview and Dexter and instituting directional running operations over the double-tracked line.

In the course of my engagement, I have reviewed UP's petition for exemption in Finance Docket No.34672, seeking authority from the Surface Transportation Board ("Board") to acquire the Rockview-Sikeston line from BNSF. I also participated in field inspections of involved rail lines, and surrounding communities, on May 11, 2006 and I have discussed UP's plans with City of Sikeston officials.

The results of my preliminary environmental reviews are set forth in my Exhibit SGT-2. As detailed in Exhibit SGT-2, UP's plan to institute directional running operations on the Rockview-Sikeston-Dexter route will result in many consequential, adverse environmental impacts to the residents of Sikeston, and surrounding communities located along this route.[1] Conversely, double tracking UP's Rockview-Dexter Line will cause little, or no, consequential adverse impacts. Based upon my review to date, double tracking the Rockview-Dexter Line is clearly the preferred directional running alternative from an environmental respect.

[1] Many of the site-specific impacts are discussed in detail in the verified statements submitted in this proceeding by Sikeston Mayor Michael Marshall and the correspondence referenced in the City's Motion to Dismiss.

VERIFICATION

I, Stephen G. Thornhill, verify under penalty of perjury that the foregoing is true and correct. Further, I certify that I am qualified and authorized to file this statement.

Stephen G. Thornhill

Executed on: August 7, 2006

Stephen G. Thornhill

Position:
Project Manager -
Rail Line Environmental Studies

Expertise:
- Agency Coordination
- Wetland Determination
- Wildlife Habitat Assessment
- Field Biology
- Public Involvement
- Rail line routing and Environmental Assessment
- Surface Transportation Board Coordination
- Threatened and Endangered Species
- NEPA

Education:
B.S. in Biology, Avila College, 1987
M.S. in Biology, Southwest Missouri State University, 1990

Organizations:
Missouri Herpetological Society
Society for the Study of Amphibians and Reptiles
Southwestern Association of Naturalists (SWAN)

Years Experience:
13

Start Date:
August 20, 1990

Years With Other Firms:
1

Mr. Thornhill is Burns & McDonnell's most experienced person conducting and preparing environmental studies for rail construction projects. He has worked on new rail construction projects throughout the United States since 1992. He has evaluated hundreds of miles of alternatives and a wide range of natural and human resources. The following describes Mr. Thornhill's most recent experience.

Mr. Thornhill served as project manager for construction of a new industrial link railroad in Hastings, Nebraska. The project involved preparation of a third-party environmental assessment for the Surface Transportation Board. The project involved construction of new rail line to provide a second rail access to a new ethanol/gasohol facility and proposed industrial park. Key issues for the project included rail and vehicle safety, wetlands, socioeconomic, and crossing a competing rail line.

Mr. Thornhill is project manager for preparation of an EIS for nearly 300 miles of new rail line construction in Wyoming, South Dakota, and Minnesota. The Dakota, Minnesota & Eastern Railroad proposed the Powder River Basin Expansion Project to extend its system into the coal regions of Wyoming. Burns & McDonnell is serving as the third-party contractor to the Surface Transportation Board (STB), the lead agency for the project, along with US Forest Services, Bureau of Land Management, Bureau of Reclamation, Corps of Engineers, and Coast Guard as cooperating agencies. The project involves 260 miles of new construction impacts in Wyoming and South Dakota and 20 miles of new construction in Minnesota, and operational impacts from the rebuilding of 540 miles of existing rail line across South Dakota and Minnesota. This is largest new rail project in recent history. Significant issues include impacts to national grasslands and other public lands, threatened and endangered species, wildlife, ranching, range and grazing land, noise, vibration, air quality, traffic delays, vehicle and pedestrian safety, emergency vehicle movement, cultural and paleontological resources, Native American issues, and existing shippers.

Mr. Thornhill was principal author and investigator for an Environmental Assessment for a proposed rail line extension in central West Virginia. This EA was be submitted to the Interstate Commerce Commission (ICC). Mr. Thornhill's responsibilities include contact with local, state and federal agencies, evaluation of project impacts on fish, wildlife, cultural resources, surface and groundwater and socioeconomics. In addition, he conducted an analysis of various alternative alignments for the project and submitted a Route Analysis Report to the ICC in order for a preferred alignment for the project to be established.

Mr. Thornhill was principal investigator and author for a biological assessment in southern Indiana for a proposed railroad spur for PSI Energy. The assessment included field investigation to characterize vegetation, wildlife and their habitat and to survey for endangered species.

Mr. Thornhill served as project manager for the preparation of an Environmental Assessment of a new rail line project. Burns & McDonnell has been selected by Western Farmers Electric Cooperative to serve as its third party consultant to the ICC for this project. The project, located in southeast Oklahoma, is intended to provide additional rail access to the Hugo Generating Station. Major issues include fish and wildlife, socioeconomics, cultural resources and crossing a competing rail line.

Stephen G. Thornhill

Mr. Thornhill was project coordinator for all proposed rail construction and abandonment projects associated with the Norfolk Southern Railroad (NS) acquisition of Conrail. Evaluation and analysis of construction and abandonment projects include a wide spectrum of environmental impact areas including: wetlands and surface waters, land use, flora and fauna, threatened and endangered species, cultural resources, lair, noise, transportation and safety. Under NS's initial acquisition plan, 14 rail segments totaling over 290 miles in three states and 11 new constructions in four states were evaluated. Later, under the negotiated acquisition by NS and CSX, 10 additional constructions in six states were evaluated. Mr. Thornhill coordinated all site visits and report preparation for all Norfolk Southern's proposed projects and coordinated with CSX's consultant for final preparation of the construction abandonment reports submitted to the Surface Transportation Board.

Also as part of the acquisition of Conrail, Mr. Thornhill coordinated the analysis of noise impacts due to proposed changes in rail traffic. Mr. Thornhill coordinated with noise specialists, both Burns & McDonnell and subcontractors, for preparation of a model to calculate noise contours along rail lines and at grade crossings. He coordinated a team of 8-12 people responsible for counting sensitive noise receptors with various noise contours for over 5,000 miles of rail line.

Mr. Thornhill served as project manager for a proposed rail line abandonment in San Bernadino, California. The project included the proposed abandonment of approximately 21 miles of rail line owned and maintained by the San Bernadino Association of Governments (SANBAG), acquired as part of the Union Pacific-Southern Pacific rail merger. Maintenance costs and limited revenues have resulted in the line having minimal if any profitability. Important issues for the project included potential sites of contamination along the rail line, historic/Native American resources, and the economic feasibility associated with potential relocation of the exiting rail shipper located along the rail line. An environmental report and historic report were prepared and submitted to the Surface Transportation Board on behalf of SANBAG as part of its petition to abandon the line.

Preliminary Environmental Report

The following is intended to provide a brief overview of the potential environmental impacts associated with both the potential double tracking of the existing UP Rockview to Dexter line and the directional running of trains over the existing BNSF line between Rockview and Sikeston and the existing UP line between Sikeston and Dexter. This review is not intended to provide a comprehensive quantification of all the potential impact areas, only the most obvious and potentially significant.

Rockview to Dexter – UP

The existing UP rail line between Rockview and Dexter is approximately 40.5 miles long. Approximately 15 miles of this distance already includes more than one track. Trains operating over this line were observed to be traveling at speeds of approximately 50 miles per hour or more. Rail traffic was observed to be high, supporting UP's claims of over 40 total trains per day, including both north and south bound movements. Trains were observed to consist of double-stack multimodal container trains and mixed merchandise trains.

The rail line itself generally follows the contour of Crowley's Ridge, a geographic feature rising from the Mississippi River floodplain. To the west of the line is largely undeveloped woodland, intermittent cropland, and scattered rural residences. Land to the east of the line is generally flat and part of the historic Mississippi River floodplain. It is extensively farmed. The line crosses several minor drainages, with the Castor and

Whitewater Rivers being the most significant waterways crossed by the line. Wetlands are largely absent along the line, most having likely been drained or filled to allow for farming activities. Only approximately 4 acres of wetland would likely be affected by double track construction.

The Rockview to Dexter line passes generally south and east of the town of Dexter, being adjacent to only small areas of residential or other development. Further north, the rail line passes the communities of Bell City, Painton, Perkins, Delta, and Rockview. However, the line only passes through Bell City; it is located to one side of the other communities. Sufficient right-of-way is available at these communities for the construction of a second mainline for double tracking with out the need to relocate or remove any residences or other facilities. Preliminary estimates are that for approximately 40 trains per day, the 65 dBA Ldn contour would be approximately 450 feet for wayside noise and 2,000 feet for horn noise. It is roughly estimated that 237 residences are located within the wayside noise contour and an additional 1,093 are within the horn noise contour. The majority of these residences are located within the noted communities.

There are approximately 42 grade crossings of the existing Rockview to Dexter line. Most of these crossings, even many in very rural areas with little vehicle traffic, were equipped with lights and gates for protection. This level of protection is likely a reflection of the high level of train traffic and high train speeds along this section of line. It is expected that under FRA's Horn Sounding Rule that it would be relatively easy and

inexpensive to create quiet zones for the communities along this existing line, if desired. However, it should be noted that the existing residents along this line are currently accustomed to the high level of train traffic.

Rockview – Sikeston – Dexter

The Rockview – Sikeston – Dexter route includes two rail line segments. The first is the UP line between Sikeston and Dexter. The second is the BNSF line between Sikeston and Rockview, proposed for transfer of ownership to UP in exchange for UP trackage in Colorado. Each line is addressed in turn.

Sikeston – Dexter

This section of rail line is reported by UP to handle approximately one train per week. Observations of the rail line showed it to be in poor condition. However, at the time of site inspection in May, 2006, significant work upgrading this section of line was underway. Work observed included upgrading and rehabilitating bridges, replacement of ties, installation of new, heavier rail, and improvement to grade crossing surfaces. As none of this work could be justified for a single train per week, the only logical conclusion is that the rehabilitation work must be in anticipation of STB approval of the proposed transaction.

Aside from the condition of the track, the Sikeston – Dexter section of line is approximately 23 miles in length. It passes through the communities of Essex, Grayridge, Morehouse, and the western portion of Sikeston. Outside these communities, the adjacent land is primarily cropland. Few if any wetlands exist along the rail line, however it crosses approximately 10 streams, most of which are drainage ditches for field drain tile necessary to allow for farming.

Approximately 30 grade crossings exist along this section of rail line, including a grade crossing of U.S. Highway 60, a 65 mile-per-hour extension of Interstate 57. The sight-lines for this crossing, currently protected with lights and gates, are poor, as the line crosses the highway at an angle and trees along the rail line, as well as the town of Morehouse to the east, block trains from the view of on-coming traffic. Highway 60 was observed to be a high-volume roadway with both automobiles and trucks. It is recommended by MoDOT for a grade separated crossing, estimated to take two years and $12 million for construction. To date, UP has not indicated any willingness to assist with the cost of a grade separation for this crossing and it is unlikely the state has sufficient funds for this project, which would not be necessary but for the proposed transaction and the associated increases in rail traffic.

The UP proposal would increase train traffic using this line segment from almost nothing (one train per week) to over 10 trains per day (and probably more in the future). This would create significant safety issues. This segment has numerous rail/highway grade

crossings, including several that are very busy. The significant increase in train volume and speed, combined with the large traffic volumes at several grade crossings, creates a situation inherently more risky to vehicles, pedestrians and trains. The greater number of trains substantially increases the likelihood of accidents involving automobile, truck, school buses and emergency vehicles, particularly at high traffic volume crossings located in Sikeston. The increase in train traffic will also make it more difficult for police, fire and EMS vehicles to respond to emergencies where such vehicles must cross the tracks to do so.

Additionally, numerous noise sensitive receptors are located within the communities and along the rural portions of the line. For approximately 10 trains per day, the 65 dBA Ldn contour was estimated at 200 feet for wayside noise and 1,000 feet for horn noise. Approximately 105 residences occur within the wayside contour and 600 within the horn noise contour. Additional receptors, including apartments, businesses, churches and schools would also be affected by the dramatic increase in noise.

Rockview – Sikeston

The Rockview – Sikeston segment of rail line is currently owned and operated by BNSF. Under the proposed transaction, this section of line would be transferred to UP and a section of UP rail line in Colorado would be transferred to BNSF. The Rockview – Sikeston segment is approximately 24 miles in length. Approximately 7 trains per day presently operate over this section of rail line, including both UP and BNSF trains. The

Rockview – Sikeston line passes through northern Sikeston, Oran, Chaffee, and around the western side of Rockview. Along this line, approximately 114 noise sensitive receptors would be within the wayside noise contour and another 793 would be within the horn noise contour. Several nursing homes, schools, and churches are also in proximity to this section of rail line and would likely be adversely affected by the increased noise.

Approximately 30 grade crossings exist along the Rockview – Sikeston line segment. These include State Highways ZZ, Z, and 91, as well as several high-volume crossings of streets in Sikeston, Oran and Chaffee. While containing better crossing protection than the crossing on the Dexter – Sikeston line, crossing protection along the Sikeston – Rockview line is less than that provided on the Dexter – Rockview line and crossing protection upgrades would be appropriate.

UP's proposal to substantially increase train traffic on this line also raises significant safety issues. Like the Sikeston-Dexter Line, the Rockview-Dexter Line has numerous rail/highway grade crossings, including several that are very busy. The significant increase in train volume and speed, combined with the large traffic volumes at several grade crossings, creates a situation inherently more risky to vehicles, pedestrians and trains. The greater number of trains substantially increases the likelihood of accidents involving automobile, truck, school buses and emergency vehicles, particularly at high traffic volume crossings located in Sikeston. The increase in train traffic will also make it more difficult for police, fire and EMS vehicles to respond to emergencies where such vehicles must cross the tracks to do so.

Additionally, a new connection would be required to allow the movement of trains between the two sections of line in Sikeston. This connection would bring the rail line into close proximity of several area residences (in addition to those already purchased and removed by the railroad), and would require relocation of a residential street and a lift station operated by the City of Sikeston. Relocation of the lift station may be costly and difficult due to its presently being bounded by both sections of rail line and residential neighborhoods.

Conclusion

From an environmental perspective, double tracking the Rockview-Dexter Line clearly has fewer adverse environmental impacts than the impacts associated with UP's proposed Rockview-Sikeston-Dexter route. This result occurs primarily because the Rockview-Dexter-Sikeston route passes through significantly larger communities and exposes residents in the community to increased safety risks. Also, UP's proposed route would affect more sensitive noise receptors even though it would have fewer trains and create adverse noise impacts to over 1,000 noise sensitive receptors not currently experiencing high levels of train traffic.

It also appears that UP (and the environment) would benefit from the double tracking option. While trains operating on the Dexter – Rockview route could travel at speeds of 50 miles per hour or more, it is likely operating speeds through Sikeston would be

significantly less. Because this route is already longer, slower speeds would increase operating times. Increased distance would also increase operating and maintenance cost as more track and bridges would need to be maintained. More fuel would be consumed (contributing to increased air emissions), further increasing railroad operating costs.