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Cynthia Brown

Chief, Section of Administration Surface Transportation Board Office of
Proceedings

395 E Street, SW

Washington, DC 20423

Re: Docket No. 36470, Rio Grade Pacific Corporation- Continuance in Control
Exemption- Colorado, Midland & Pacific Railway Company

Ms. Brown:

I am writing this on behalf of my wife Gisele and myself concerning the potential of the resumption of activity on the Union Pacific Railroad line known as the Tennessee Pass line.

We currently reside along a piece of land between the Arkansas River and Highway 50 in full view of the railway directly across a narrow section of the river.

We purchased the property 16 years ago and have been actively improving it since. We enjoy all that this part of Colorado has to offer and support efforts to restore and preserve the environment that surrounds us all.

We were witnesses to the ceremonial "Last Run" of this line in 1996 which ushered in an era of change to all surrounding aspects of life along the now unused right of way.

What once was an industrial, polluted, noisy, and dangerous situation of consequence is now a cleaner, quiet, thriving and safer area to recreate and relax. We feel the resumption of railroad activity will reverse all the good that disuse over time has revived.

We believe the enterprise proposed is substantially flawed in the way it has been presented and merits a detailed examination prior to any action being taken. Some of the factors although not inclusive are questions that need to be addressed.

First of all is this a financially viable proposal? The actual rehabilitation by some accounts could amount to \$500,000,000 to \$1 Billion or more to accommodate any proposed profitable traffic and this will necessitate a massive increase in use to be financially stable. And will in turn have a financial burden on those

surrounding the line from the impacts upon the local revenue resources to the effects on the primary source of recreation and tourism income.

Apart from the financial aspect of this proposal there are consequences to the health of the area and those that live, work and play here.

Starting from the destruction of actually attempting to refurbish the line to meet current standards that can result in geologic hazards and erosion into the watershed.

There were assumptions that the industry would effectively regulate itself, but the lack of strong government oversight has not equated to better public benefit. Consider additional local influences of increase air pollution from diesel emissions, on track and waste oils, herbicide, maintenance waste, chronic noise pollution, night sky effect, and limitations on the accessibility to adjoining lands on a railway so close to the river, the actual life source for many.

And what of the history of the railroad industry creating brownfields and highly toxic zones which are yet to be restored. Some of which are on this line. A history that also includes a poor and catastrophic record of accidents of substantial magnitude. Not to mention death to people and animals either directly or by stress and diversion of biological resources. This in a designated highly sensitive area. All within this proposal.

If this were just an electrified and low impact passenger service on a lightweight structure for the express use of tourism and commuting it might show a benefit and an improvement to the area and could be supported and welcomed.

However, the reality is that traditional and today's railroads are expensive and the formula that works is the movement of heavy, large, and dangerous goods via a private system developed over 150 years ago. And there is no doubt this line would require that movement to offset the cost. The benefit, even if a portion of the proposal included passenger service, is not worth the cost financially, environmentally and physiologically.

We do not believe this proposal is in the public interest and respectfully request you deny the continuance control exemption requested by Colorado, Midland & Pacific Railway Company.

Respectfully,

A handwritten signature in black ink, appearing to be 'SJR', followed by a long horizontal line extending to the right.

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