

HE-25854

Ms. Diana Wood
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, D.C, 20423

16 March 2017

Re: Surface Transportation Board, Southwest Gulf Railroad, FD 34284

This letter is a reply to HDR's draft of the SGR company construction of a railroad in Medina County. The study done by HDR revealed many issues of concern for residents in Medina County.

I am a newer MCEAA member and a consultant. My parents have lived in upper Quihi for about 25 years on properties that were settled, farmed, and ranched since the mid-1800's. I do have insight into problems with upper Quihi problems of ruin that is supported with a degree in Environmental Design.

The four 100-car trains daily on a nine mile rail will disrupt and destroy the upper Quihi physical cultural and aesthetic value of upper Quihi. It is easy to see this coming destruction. Local residents created covenants on their property to help prevent these losses. The 18 years plus waiting period on the planning and/or construction has had many adverse effects.

In 2006 the Quihi area was recognized by Preservation of Texas as one of the top ten locations in Texas in jeopardy of being destroyed. The paramount cause is the proposed planned SGR rail. Local residents do know that Martin Marietta railroad plus quarry was installed in this county and in operation in about five years with little or no major objection, while this SGR is still under study for eighteen years with alterations, changes, destruction and unknowns. These same citizens have felt rough and aggressive treatment during this extensive 18 year delay.

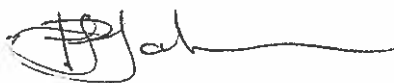
Books such as Freeman Tilden's book "Interpreting Our Heritage" expands and reinforces the need to protect our heritage. It is often easier to see and understand the problems living here daily; plus being attached to direct history since 1850.

As provided by the Programmatic Agreement resolution process, changes must be made to preserve upper Quihi. The only action to save the historical district is to avoid the rail or abandon the project. These two recommendations were made after long study, consulting and visiting other historical sites.

cc: Texas Historical Commission
Bill Martin SHPO
P.O. Box 12276
Austin, TX 78711

cc: John M. Fowler, Exec. Director ACHP
1100 Pennsylvania Ave. NW, suite 803

Washington, DC 2004

A handwritten signature in black ink, appearing to read 'L. Landrum', with a large, stylized initial 'L'.

Lester Patrick Landrum

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