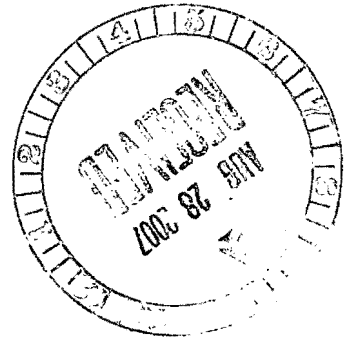


E L
17902

CONSOLIDATED SEVIER BRIDGE RESERVOIR COMPANY

800 W. 100 N.
Delta, Utah 84624
(435) 864-2494
Fax: (435) 864-2264

Ken Fowles, President
Ladd Holman, Vice President
Megan Greathouse, Secretary



August 22, 2007

Surface Transportation Board
Case Control Unit
395 E Street, SW
Washington, DC 20423
Attn: Phillis Johnson-Ball
STB Docket No. FD 34075

We would like to enter our objections to the building of the Central Utah Rail Project's proposed railroad over any part of Consolidated Sevier Bridge Reservoir (CSBR), also known as Yuba Lake. This reservoir is used by our companies as a storage reservoir for irrigation water. Detailed below are our objections to the railroad crossing CSBR.

We object based on the following reasons:

1. The railroad crossing could directly or indirectly affect the reservoir's storage capacity. Any losses caused by loss of storage capacity would be the railroad's responsibility, as well as the responsibility of the builders of the railroad.
2. The trestle could cause flow problems within the reservoir. The water in the reservoir is much slower moving than the water in the river and the trestle could catch weeds, ice and other debris causing a backup of water. The same factors could also cause problems with silting at the trestle location. We will hold the railroad company and builders of the railroad responsible for any damage that occurs as a result of flooding, of water backup, or lessening of storage capacity caused directly or indirectly by the rail line crossing Consolidated Sevier Bridge Reservoir.
3. The owners of the reservoir only have a right to store water to the 80' contour of the reservoir. The trestle or bridge may cause water to rise above the 80' contour in portions of the reservoir. Any damages suffered as a result of the water going above the 80 foot contour line, due to the railroad crossing the reservoir will also be at the risk of the builder of the railroad; thus, the railroad

Surface Transportation Board
From CSBR Co.

- 2 -

will be responsible for any damages or injuries incurred as a result of the water going above the 80 foot contour line.

4. The trestle could provide an attractive nuisance causing people to enter our reservoir at a point beyond our control. We will hold the railroad company and builders of the railroad responsible for any injuries or damages that occur in our reservoir as a result, direct or indirect, of the trestle being built across the reservoir. The railroad company and builders of the railroad should be required to indemnify and defend Consolidated Sevier Bridge Reservoir Company against such damages.
5. Increased silt related to the crossing may reduce storage capacity in the reservoir. The damages related to loss of capacity will be the railroad's responsibility, as well as that of the builders of the railroad. The railroad would also need to dredge the reservoir to remove silt and obstruction near that bridge or trestle.

It would not be necessary to cross the reservoir, but rather just the river. We suggest that the railroad go around the reservoir on either the east or west side.

If you have any further questions, please contact me at the number above.

Sincerely,

A handwritten signature in black ink, appearing to read "Megan Greathouse", with a stylized flourish at the end.

Megan Greathouse

Secretary

Consolidated Sevier Bridge Reservoir Company