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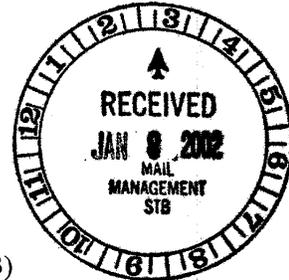
KATHRYN A. KLEIMAN*
OF COUNSEL
(*Admitted in Virginia only)
ROBERT RANDALL GREEN
LAURA L. PHELPS
GOVERNMENT RELATIONS
JOSEPH T. CONNOR
FINANCIAL ANALYST

ENTERED
Office of the Secretary
JAN 10 2002
Part of
Public Record

January 8, 2002

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

~~ENTERED
Office of the Secretary
JAN 09 2002
Part of
Public Record~~



Re: *Salt Lake City Corporation - Adverse Abandonment -
in Salt Lake City, Utah, Docket No. AB 33 (Sub-No. 183)*

Dear Sir:

I have received correspondence from the following individuals with respect to the above referenced docket: Henry Gerritsen, Nicholas Dokos, D.W. Procter, R. Mont Evans (Riverton City Mayor-Elect), Barbara Rufenacht, R. Gene Moffitt and Kevin Shumway. I am attaching copies of that correspondence for inclusion in this docket.

Sincerely,

Charles A. Spitulnik

Charles A. Spitulnik

Attachments

- cc: Robert Opal, Esq. (w/attachments)
- Henry Gerritsen (w/o attachment)
- Nicholas Dokos (w/o attachment)
- D.W. Procter (w/o attachment)
- R. Mont Evans (w/o attachment)
- Barbara Rufenacht (w/o attachment)
- R. Gene Moffitt
- Kevin Shumway

Henry Gerritsen
1395 Gillespie Avenue
Salt Lake City, UT 84104

December 18, 2001

Charles A. Spitulnik; McLeod; Watkinson and Miller
One Massachusetts Avenue NW, Suite 800
Washington, DC 20001

SPB Docket #AB33
Sub #183

Dear Sir:

As a life long resident of Salt Lake City's west side and at our current address for over 40 years, we cannot believe Union Pacific Railroad wants to increase traffic on 9th South three times more than it has ever been.

School children's safety and distraction from trains nearby should be a consideration in evaluation of Union Pacific's bid to run ten trains in this area daily. We hope you deny this and keep Popular Grove safer for everyone.

Thank you,

Henry Gerritsen

Handwritten signature of Henry Gerritsen and Beth Gerritsen in cursive script.

DEC 21 2001

Dec-13-2001
SLC Utah

To Whom It May Concern:

Complaints concerning the STB Docket, No. AB-33 (Sub No. 183).

I am expressing complaints with the authority that my residence (house) is less than 100 feet from the rail that the trains travel on. My property borders the Union Pacific property.

I had my home constructed at this location fifty years ago (1950) with the assurance from the homebuilder (contractor) and the Union Pacific Railroad that only two passenger trains would occupy the track daily. For years the railroad was occupied as assured by the UPRR. Due to the discontinued of the Amtrak passenger train the railroad track was sparsely occupied, the railroad was used for light traffic only. Shortly after that my enclosed letter was received by UPRR. The 9th South railroad to my knowledge was never occupied again to this date.

Should the 9th South railroad be activated it will cause a hazardous congestion on every street crossing between Redwood Road and its destination, Roper yards. The most serious congestion will be Redwood Road, which is the main vehicle commuter artery route in west side, Salt Lake City.

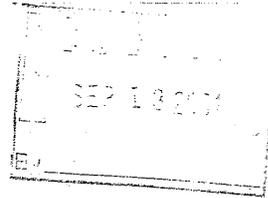
At the time that Union Pacific Railroad constructed the 9th South railroad. The Glendale area was an unoccupied water swamp. The swamp was drained and a Housing Subdivision replaced it. Hundreds of houses have been constructed in the Glendale and Popular Grove areas after the UPRR passenger track was constructed.

If the 9th South rail line is activated my home and others will be destroyed. The value of my home will be depreciated 40,000 dollars.

Enclosed is a photo of my residence, I have received several beautification awards sponsored by the SL Tribune Newspaper and the Utah State University. The Glendale area does not deserve the inconvenience of activating the 9th south railroad. I have many other inconveniences that the activating of the 9th south railroad will consume.

Yours truly,
Nicholas "Nick" Dokos
Nick Dokos 947 South 1500 West
Salt Lake City
Utah
84104

Very shortly after Union Pacific Railroad
received this letter, to this date, I am not aware
of this 9th South Railroad being utilized
by one (1) train. N.D.



July 25, 1995

Mr. Dick Rauschmeier &
Mr. Pat Kelly
Salt Lake City

Dear Gentlemen:

I am sure that you are aware of the enclosed photograph displayed at Hayes Avenue 940 South and 1500 West Street. You are aware that the photograph sends you the message of your negligence in maintaining the UPRR property along side Hayes Drive.

Being a railroad supervisor at Kennecotte Copper Mine for thirty years I am writing this letter with authority from railroad experience.

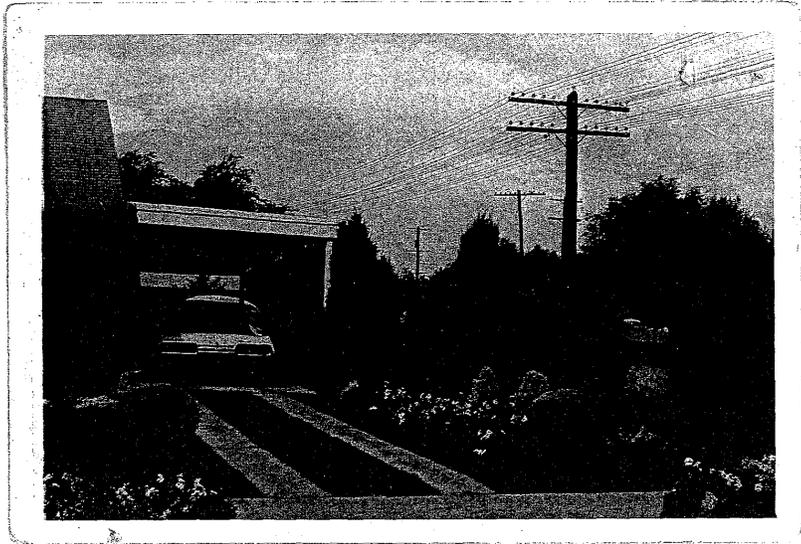
Because of your negligence again to proper maintain your railroad tracks between Navajo and Redwood Road streets makes one wonder if the railroad is safe for traffic. You are also aware that UPRR has not spent one dollar to maintain this section of railroad for years. There are rotten ties, spikes missing, no surfacing, etc. It would be proper for the UPRR supervisor of the section of railroad to inspect the area.

Due to your failure to properly maintain this section of railroad, your trains are damaging homes in the Glendale area.

Sincerely,

A handwritten signature in cursive script, appearing to read "Nick Dokos". The signature is written in dark ink and is positioned to the left of the typed name.

Nick Dokos
942 South 1500 West
Salt Lake City, Utah
84104



December 14, 2001

Charles A. Spitulnik
McLeod, Watkinson & Miller
One Massachusetts Ave.
NW: Suite 800
Washington, D.C. 20001

Mr. Spitulnik,

This epitaph is for your decision on STB Docket No. AB-33 (Sub-No. 183), regarding Union Pacific Railroad's plans to reactivate the 900 South rail line through Salt Lake City.

I live near 800 South and 800 West and have lived here for 76 years. Trains have been a pain in my ass for years. We are blocked from South Temple on the north, 500 West on the east, and 900 South on the south (an area of approximately 96 city blocks).

Due to the highway construction, we had one viaduct to get over trains at 1300 South which will now be blocked. Now we can use the 400 South viaduct that leads right to the new light rail maze, and it has taken over Main Street and 400 South (both main arteries).

The 900 South tracks through our area haven't been used for about two or three years, so they say. Now Union Pacific is going to open it up again no matter what. Where have they been going for 2½ years? I've heard the old story, someone else has more power down the line - so we get the 900 South line back again. The Union Pacific is like a bull dog keeping a bone he doesn't need.

I figure I've spent a year of my life waiting for trains. The other day, I was pulled over by a cop for not signalling. I couldn't tell him I looked down the street and saw a train so immediately figured out my escape course not to sit 20 minutes waiting for a train, and didn't have time, or distance, to signal.

I realize the power of the pen has about as much power as graffiti. If I had power, you would be writing to me. If power is all that counts, I can't tell who the terrorists are.

Waiting Your Decision,

D. W. Procter
751 Jeremy Street
Salt Lake City, Utah
84104

DEC 20 2001



December 6, 2001

Alex Tice, Director, Community Relations
Union Pacific Railroad
Room 801
1416 Dodge Street
Omaha, Nebraska 68179

Dear Mr. Tice,

My name is Mont Evans and I am the Mayor-Elect of Riverton City, Utah. I am writing in response to an issue that directly impacts the residents of my City and surrounding area.

I am respectfully requesting that Union Pacific Railroad not block the Jordan River Parkway Trail as the railroad crosses the Jordan River in Salt Lake City, Utah.

As the Salt Lake area continues to see record growth it is imperative that open recreational spaces be preserved for current use and future generations. The Jordan River is the heart of our valley. It is the dream of the people of the Salt Lake Valley to be able to have the trail opportunity from the Great Salt Lake to Utah Lake and beyond. It is with this in mind that I again, request you preserve the integrity of the parkway trail.

Certainly, I welcome the opportunity to speak with you about this issue. I can be reached at area code 801-509-7920. Thank you for your time and attention.

Sincerely,

R. Mont Evans
Riverton City Mayor-Elect

Cc: Rep. Fred J. Fife, III
Mayor Rocky Anderson

444 Goshen St.
Salt Lake City, Ut, 84104
December 20, 2001

Office of the Secretary Mr. Charles A. Spitulnik
Surface Transportation Board McLeod Watkinson & Miller
Case Control Unit One Massachusetts Ave NW Ste. 800
1925 K Street NW Washington DC 2001
Washington DC 20423-0001

Re: STB Docket # AB-33 (sub#183)

Dear Sir or Madam;

I am writing as a citizen and resident of the area of the west side of Salt Lake City known as Poplar Grove. This is a low income neighborhood with an ethnically diverse population. Many residents do not speak English as their first language and many do not realize the impact of the decision by Union Pacific to run 10-15 full sized freight trains directly through this residential neighborhood each day. Freight trains in the range of 100 cars carrying coal, industrial chemicals, hazardous wastes and whatever else Union Pacific chooses will run directly beside an elementary school playground and within 20 feet of some houses. This line was meant to and did carry small passenger trains before it was scheduled for abandonment. This change in usage severely impacts the lives and property values of many residents whose home represents the biggest thing they will ever own and whose knowledge of how to defend themselves against the powers that be is almost nil. When these long trains block all of the north south access for fire trucks, ambulances, hazardous materials crews and police (yes they are that long and there are no overpasses) then the people can only suffer the consequences. This would not happen in an affluent area of the city.

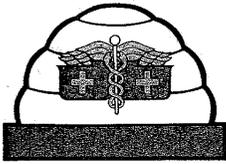
An examination of the series of events leading up to the change in plan from abandonment of the line (an excellent idea allowing for a walking/bike corridor to connect the west side to the main city) to the present heavy freight line makes it pretty clear that the money talked. Big money interests involved with the Olympics among other things saw no problem with running heavy freight through a poor neighborhood where no one would know any better. It wasn't after all waking any of them up, endangering their children as they crossed the tracks to go to school or cracking the foundations in houses built on the alluvial plain of the west side. They live safely far removed from such annoyances. This is, however, America where even the little guy can dream of home ownership and the right to safety services. There has been no environmental assessment of the effects of this corporate decision. To contend that it has no effect is to be most cavalier with the lives and property of those who do not have the money to defend themselves. There has not even been a forum for the public to be heard. You at the Surface Transportation Board are our first chance other than public demonstrations to try to get someone to help us. Union Pacific intends to do what it darn well pleases and regards the poor people of the neighborhood as slightly pesky insects who are not going to stop a locomotive.

I beseech you who have it in your power to help us to do so.

Sincerely,



Barbara Rufenacht



GOLD CROSS SERVICES, INC.

December 28, 2001

Charles A. Spitulnik
McLeod, Watkinson & Miller
One Massachusetts Ave., NW Suite 800
Washington, DC 20001

Reference STB Docket No. AB-83 (Sub-no. 183)

Dear Mr. Spitulnik:

I am writing to protest the renewed use of the 900 South rail line in Salt Lake City by Union Pacific Railroad.

Gold Cross Ambulance has exclusive license and is the primary provider of ambulance service in Salt Lake City and several surrounding communities. Our dispatch center and main operating facility is located at 762 South Redwood Road.

We are concerned that the number and length of trains Union Pacific has announced it plans to run on the 900 South line will close several north-south streets for long periods of time, and thus, seriously impede our ability to provide emergency ambulance service on the west side of Salt Lake City. There are several overpasses that allow east-west passage over rail lines, but there is none to allow north-south passage over the 900 South line. In a typical day we respond to 175 number of emergency calls for ambulance service. We expect that as many as 50 of those calls could be adversely impacted by reactivation of the 900 South rail line.

We are also aware that Union Pacific claims not to have abandoned that line. As part of our daily operations, we monitor all street openings and closings. It is clear to us that Union Pacific abandoned use of the 900 South line as much as five years ago, when the re-construction began on Interstate 15 in Salt Lake City. We consider reactivation of the 900 rail line to impose an unacceptable and unnecessary threat to the health and safety of thousands of citizens of Salt Lake City, and we urge you to take action to prevent this from happening.

Sincerely

R Gene Moffitt

CC: Mayor Rocky C. Anderson

1717 SOUTH REDWOOD ROAD • SALT LAKE CITY, UTAH 84104-5110 • (801) 972-3600

JAN 04 2002

Dec. 24, 2001

Dear Mr. Spitolnik:

My name is Kevin Shumway. I live in Salt Lake City at 115 W Girard Avenue, about three miles from the rail lines at issue in this case.

I would like to present my feelings about this case. I feel that the neighborhoods around this rail line have been disadvantaged for many years. Allowing heavier rail traffic to resume would hurt the people in this neighborhood unnecessarily. The value of their property in many cases would be severely threatened. If the railroad company has been conducting business for over three years without the use of this rail segment, then they should not be allowed to create problems and do damage to the people in this neighborhood.

Thank you for your consideration. This letter refers to STB Docket No. AB-33 (Sub-No. 183).

Yours,



JAN 04 2002