STB FD 32760 2-11-98 K 28921 17/27

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:21:07pm
FD#32760 R.L.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is DANA DICKEY and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The plan is dangerous and ~~could~~ will have a very detrimental effect on Reno. It should not be implemented

Signature Dana Dickey
Street 4040 Swanson Ln.
City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:01:30pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Kenneth Doan and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I See No Reason for the Railroad Tracks to be Lowered. The only ones to Benifit are the Casinos. we have five Stations on both Sides of the track-. Also the Same for Hospi ls, Few Taxpayers go down town, but we will get Stuck with the bill. If the Casinos want the Tracks moved, let them pay for it.

Signature K W Doan
Street 1437 Humboldt St.
City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT #10-23-97 3:42:27pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is KENNETH F. DOBBINS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1) A FULL ENVIRONMENTAL IMPACT STATEMENT MUST BE MADE PRIOR TO ANY CHANGES IN DOWNTOWN RENO'S RAIL TRAFFIC.

2) UP SHOULD PAY A MINIMUM OF $100 MILLION TO LOWER RENO'S DOWNTOWN TRACKS.

Signature K. F. Dobbins

Street 950 CRAIGMONT DR

City RENO State NV Zip 89511

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name LENORA DOIG Phone 677-7565 Date 10-9-97

Organization & Title (if applicable) — Concerned Citizen

Address PO 3452 mailing only

City/State/Zip SPARKS, NV 89432 RENO RESIDENT

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

I am an 84 year old woman dependant upon public transportation, an increase in train traffic will create a real problem for me. I am healthy & use Citifare, but standing & waiting will be a problem for me.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 10:41:15 am
FD#32760 RL.04

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:57:07pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Yutie Dong and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I don't want more trains coming through Reno, Union Pacific should pay for the plan.

Signature Yutie Dong
Street 5350 Andorra Ct.
City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:18:06 pm
ED#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Shelly Dougherty and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

UP stands to make hundreds of thousands of dollars/yr, they should be willing to put up more than 17% of the cost to do the depressed railway. It makes the most sense to put the rails underground but Reno shouldn't have to foot so much of the bill.

Signature S. Dougherty
Street 3665 E. Lonesome #C2
City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:10:42pm
~~FD#~~ 32760 RL 04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is MARILYN DONAHARM and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The main attraction of living in Reno is the quality of the environ ment. The negative impact of more trains is a tremendous threat to our town. Speeding up the trains is an illogical solution.
UNION PACIFIC: STOP the degradation of the environment of Reno and Nevada!

P.S. That goes for the land de- velopers too. You've heard it before -- Reno is beginning to look like Los Angeles at its worst

Signature Marilyn Donaharm
Street 1596 Ashbury Lane
City Reno State NV Zip 89523

# Comment Sheet

SURFACE TRANSPORTATION BOARD ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 2:01:17 p
FD #32760 @ RLC

**UP/SP Merger**
**Reno Mitigation Study**

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Rory Dowd Phone 354-4796 Date 10-8-97

Organization & Title (if applicable) Food Not Bombs

Address 1120 B rosetree #2

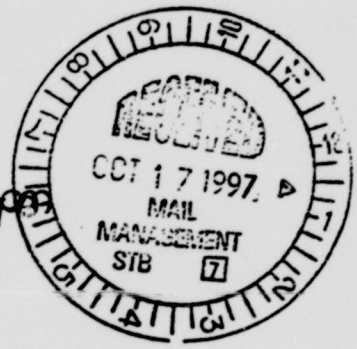
City/State/Zip Spks NV 89434

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

Union Pacific is attempting to [redacted] do with Reno as they please. STB's approval of the UP/SP merger is obviously nothing more than elbow-grease. An EIS is definitely needed to understand the travesty of what UP wants to do to Reno. The proposed [redacted] doubling of train speeds is ludicrous - obviously given the "OK" by people whom the decision will not affect. UP also is now trying to further their profit margin by not coughing up the money to depress the RR tracks. [redacted] They want Reno to buy them a new toy; a toy that will make their lives easier, but not nessecarily ours. This is an obvious ploy of corporate intrests in order to keep the barrier between themselves and the working class wide and strong. They want Reno to pay, and possibly suffer injuries or fatalities, for a scheme to make them more money. [redacted] The people of Reno do not want that. The people of Reno may cause conflicts with UP, but we live here - you don't

(If necessary, please continue your comments on the reverse side.)

DARYL E. DRAKE
1111 Marsh Avenue Reno, Nevada 89509
(702) 322-1648(h) (702) 322-4044(o)




October 14, 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10/20/97 5:32:56pm
FD#32760 RL.04

Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 20423-001

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing (SEA)-RENO, NEVADA

RE: Response to September 15, 1997 Preliminary Mitigation Plan (PMP)

Dear Ms. Kaiser,

My comments are categorized in two parts and set forth my views on the fundamental shortcomings of the Surface Transportation Board's (STB) process to mitigate the impacts of the Union Pacific Railroad's merger with the Southern Pacific Railroad. An elaboration of each premise is presented below.

A. PMP Limitations--In my opinion, the STB has imposed limitations on itself to the extent that the fundamental concerns of our community are disregarded. The long-term impacts to our community extend well beyond the willingness or the authority of the STB to act.

B. Capacity and Safety--In my opinion, capacity and safety are the fundamental issues facing the Truckee Meadows and are relevant throughout the continental US. If the STB lacks the authority to implement capacity and safety improvements, the US Congress must intercede.

## A. PMP Limitations

In the "Guide to the Reno Open House and Public Meeting" made available for the October 9, 1997 public hearing, model questions are suggested on the page entitled, "Purpose of Meeting". My answers follow:

Are There Mitigation Options You Support? Answer: Yes, the depressed trainway.

Are There Mitigation Options You Suggest? Answer: Yes, the depressed trainway.

Have the Key Issues Been Addressed in the PMP? Answer: No.

The last question is the most telling of the three. It is my opinion that the Surface Transportation Board does not have the authority to act on, or, has used its authority to issue decisions that effectively disregard the fundamental issues facing our community. Unlimited rail traffic through the core of Reno's central business district has the potential of devastating the unique economic engine of our community.

1) The PMP cites on Page 7, Appendix A, "An existing railroad can increase its level of operations without coming to us, and without limitation." In other words, the Southern Pacific Railroad (SP) had the authority to increase its rail operations through the Truckee Meadows without STB or SEA review. The STB is conducting this analysis only because the Union Pacific Railroad (UP) offered to buy the SP, and the SP agreed to sell to UP. Is it possible that the STB has considered the predecessor entity's "authority for unlimited traffic" as the principal factor to limit the Mitigation Measures to be imposed on the successor entity?

2) The STB is required by its own rules to look at the impacts anticipated within a five-year window only, beginning with the merger, September 12, 1996. The primary generator of incremental rail traffic through the Truckee Meadows may not be the merger of UP/SP itself but the completion of the "land bridge across the United States". The STB addresses on Pages 4-8 through 4-9 of the PMP the implications of final build-out of the Port of Oakland's Joint Intermodal Facility (JIT) which will not be completed and in service until the year 2005. The STB states, "In light of these factors, major expansion at the Port of Oakland plans appears to be beyond the reasonable foreseeable Year 2000 train projection horizon." Is the STB justified in not considering the potential traffic increases because the increases cannot be "reasonably projected" that far out or because major traffic increases from the JIT are not expected within the five-year window anyway?

3) The STB's Decision 44 states on Page 8, Appendix A, "Mitigation of conditions resulting from pre-existing development of hotels, casinos, and other tourist-oriented businesses...are not within the scope of the studies." If the STB has the authority to exclude the economic impacts to our community's unique economic engine, does that not imply it has the authority to include them? The impacts of unlimited rail traffic on pedestrian and vehicular traffic in downtown Reno are severe and it is blatantly improper to ignore such impacts. Does this not border on a "taking without fair compensation?" Nevada Revised Statutes,

Chapter 705.010 authorizes railroads to exercise the right of eminent domain. Could this not be construed as "inverse condemnation"?

4) Page 6-59 of the PMP asserts that "Railroad profitability is not germane to the environmental review process and is clearly beyond the Board's directives for this study." I do not disagree with this premise; however, dismissing this aspect of the issue should not relieve the STB of the responsibility of measuring the damages to incidental business activity and mitigating such damages fairly, even if the damages exceed the net benefit to UP. If the damages are not readily apparent, as in this case, should there not be a reservation for future liability? If there are mutual beneficiaries to the mitigation, such as capacity improvements, should they not, by all rights, be compelled to participate in the improvements as well (see B below)?

5) The Independent Third-Party Contractor, described on Page 2-9 of the PMP, assisted the SEA with the Reno Mitigation Study. "Although retained by UP/SP, SEA selected the contractor." While specific guidelines are set forth to ensure that no conflict of interest exists, "...information relating to compensation was not provided, because SEA is not involved in matters of compensation for third-party contractors." While I have no reason to believe the results of the study were biased, I believe it is important for all parties to have access to the agreement between UP/SP and the contractor as well as records of payments to the contractor. I submit to the STB that a more appropriate relationship with the Third-Party Contractor is through a contract between the STB and the contractor directly. Would this not eliminate even the appearance of a conflict of interest for the contractor in producing an objective, comprehensive report?

As you can see, my comments relate more to the deficiencies of the process itself rather than the sufficiency of the analysis or data that were included in the report. Again, it is my opinion that the process is fundamentally flawed.

## B. Capacity and Safety

In reviewing the Mitigation Measures, one could conclude that the STB has completed its task satisfactorily, if measured by its own rules, decisions, and guidelines. Nonetheless, the continuing concerns of this community remain unmitigated. We heard testimony from a UP representative at the October 9, 1997 hearing and from many other UP supporters that "the railroad was here first." That I cannot deny. Yes, the railroad propelled our community into the 20th century and it remains a vital link between the East and West coasts. The rail is critical as well to the success of the Truckee Meadows' economic diversification efforts today. It is, perhaps, as important to the community as is the Reno/Tahoe International Airport.

Both the railroad and the airport have corresponding regulatory agencies, the FRA and the FAA. Not surprisingly, the FAA was created to promote air commerce as well as aviation safety. In the 19th century, the federal government promoted the rail industry through incentives of land grants. The FRA promotes rail safety through regulation. The airports and the railroads have similar challenges--**capacity and public safety**. Only the FAA facilitates capacity improvements through its US Airports and Airways Trust Fund by matching local funds on a 90-10 basis to improve airport and airway capacity and aviation safety. It is funded through airline ticket and aviation fuel taxes and disburses billions of dollars annually. Isn't this what stares Wichita and Reno directly in the face: a compelling issue of capacity and safety that extends well beyond the SEA's five-year window? It's not a Union Pacific-created problem or a Truckee Meadows-created problem. The problem has been nurtured by our collective prosperity over the last 130 years and we must now plan for the next 130 years. Impacts to communities along every active railway will increase as railroads and communities prosper. Because of our free enterprise system, economic opportunity should expand for all transportation systems (rail, highways, waterways, and airways) and population centers across the country. If, however, stakeholders are unable to agree to an equitable sharing of costs, then the US Congress must become involved. A Railways Trust Fund must be established to fund the upgrading of railway facilities to increase capacity and public safety. I suggest this be funded with rail fuel or freight taxes and be administered in a manner similar to the Federal Highway Administration or the Federal Aviation Administration.

In conclusion, it is my opinion that the UP/SP merger Mitigation Measures set forth in the PMP have been limited because of the STB's unwillingness or lack of authority to act. I believe the fundamental concerns of the Truckee Meadows will remain unmitigated. Our community has no alternative but to press the issue through litigation or to invite the Congress of the United States to intercede.

Sincerely,

Daryl Drake

cc: Sen. Richard Bryan
Sen. Harry Reid
Rep. Jim Gibbons
Gov. Robert Miller
Joanne Bond, Chair, Washoe County Commission
Jeff Griffin, Mayor, City of Reno
Rodney Slater, Secretary of Transportation
Jolene M. Molitoris, Administrator, Federal Railroad Administration

DARYL E. DRAKE--1111 Marsh Avenue Reno, NV 89509

October 10, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW ~ Room 700
Washington, DC 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:40:22 pm
FO#32760 RL.04

RECEIVED
OCT 16 1997
MAIL MANAGEMENT
STB

Attention Elaine K. Kaiser, Chief
Section of Environmental Analysis

Dear Ms. Kaiser:
I am writing concerning the Preliminary Mitigation Plan issued September 15th outlining its recommendations on the impacts to the Truckee Meadows caused by the Union Pacific/Southern Pacific Railroad merger.

The impact of more trains traveling through Reno at a faster pace is may seem to those in Washington an inconsequential problem. However, to those of us who experience the everyday reality of those trains in our lives believe the impact will be extremely harmful to this city. The time to make permanent changes in the travel route of these trains is **now**. A band-aid measure like theoretically speeding up trains seems a very short sighted answer to the problem. It is insufficient to simply add up minutes and look at the impact of time that it takes for the trains to pass through Reno. It is not unusual for the trains to stop completely, bringing traffic to a standstill. Just this week, I sat for 10 minutes at a crossing, while the train was stopped. This did not count the time it took to pass the intersection before and after the stopped time.

Quality of life in Reno is something the community is struggling with and the trains are a large part of that problem. The potential impact of noise and air pollution, blocked tracks, as well as the danger of pedestrian or vehicle collision are very real concerns to those of us who live here.

The dangers and destructive influences are obvious - potentially blocked routes for emergency vehicles, delays and nuisance for tourists which create risks for this tourist based economy, the addition of more and more trains over the years, adding to an already difficult problem, the possible transportation of hazardous waste materials through a highly populated downtown area - the list is a complex one with many implications.

I urge you to reconsider your recommended plan, and at least to consider the concerns of the citizens of Reno. Most of those of us who live here plan to stay for a very long time. The short sighted solutions that are being proposed could have irreversible damage to our community.

Sincerely,
Georgia Dudding

Georgia Dudding
Citizen of Reno

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name John Dudley Phone/Fax 323-4660 fax is the same number

Organization & Title (if applicable) Doctor of Chiropractic

Address 495 Casazza Drive

City/State/Zip Reno Nevada 89502

*Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

As of September 20, 1997 the train operators have been intentionally blasting their horns between the hours of 10:00 P.M. and 7:00 A.M. The operator does not blast once but repeatedly for up to 18 continuous minutes. The idea of increasing the number of trains passing through Reno is absurd. The city is not prepared for the increased traffic. Despite the "expert" studies, the attempt to increase the traffic will only result in frustration for the residents and railroads, not to mention the hinderence of emergency medical services. The insane idea of transporting nuclear waste through the city, is to say the least the most short-sided, narrow-minded savant self-serving idea imaginable. The persons behind this plan are the type who would position their septic system above their drinking water supply and wonder why they are sick. Common sense dictates that an accidental spill and loss of life is inevitable as the result of emergency services not being able to respond to an accident, medical emergency or fire. As a native Renoite I do not feel our residents and visitors are sacraficial lambs for this proposed hair-brained idea and resultant fiasco.

*(If necessary please continue your comments on the other side)*

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10-13-97 11:21:19 am
FD #32760 RL 04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:14:53pm
FD#32760 RL.04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is PAM DULGAR and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

My lifestyle is important to me + our area! All these trains + hazardous waste give me the chills — Lets do this right + lower the tracks or just move the tracks out of Reno altogether

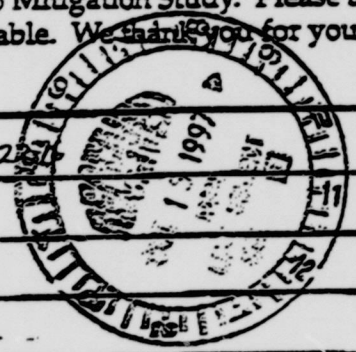
Signature Pam Dulgar
Street 3581 La Tierra Terr
City Reno State NV Zip 89502

Think about all the people not just big business.

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.



Name GLENN Duncan Phone/Fax 747-2[illegible]

Organization & Title (if applicable) RETIRED

Address 1820 Royal Drive

City/State/Zip Reno, Nevada 89503

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Nuclear waste should be controlled on site. I understand the French have recycled their spent fuel. Why can't the USofA do that?

Our water supply shares the route of the railroad. Haz mat could turn Reno, Fallon air Base (Top gun) into scorched earth.

Local Jurisdictions have the right to question the efficacy of bird brained bureaus. You may win, but you will have to buy more votes with hard cash.

What are my life and property worth to you?

What will you do for support services for your super railway after it is deemed unsafe for human occupation? Let's say the first load slips and finishes Reno? Will you be sorry? Who will pay us off?

*(If necessary please continue your comments on the other side)*

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 2:52:13pm
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:14:45pm
FD# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Delisa Durham and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

My major concern is the safety of the public due to trains blocking crossings and delaying emergency response - police, fire and medical help.

Signature Delisa Durham
Street 2270 Seneca Dr
City Reno State NV Zip 89506

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Rose K. Du Plessis Phone 688-1335 Date 10/9/97

Organization & Title (if applicable) —

Address PO Box 18594

City/State/Zip RENO NV 89511

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

1) U.P. must pay all costs for expansion. Not local residents!!

2) Strict control of hazardous waste-rated through our city

3) Underground only!

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 11:08:45 am
FD #32760 RL.04

(If necessary, please continue your comments on the reverse side.)

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Marian J. Dwyer and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Positively the trains will ruin our lovely city forever by blocking traffic and spilling pollutants into the Truckee River. Prevent this now. Signed by a native resident.

Signature Marian J Dwyer

Address 3291 Plumas St. #57

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-3-97
DOCUMENT # 10-27-97 3:42:33pm
FD# 32760 RL.04

**JACK EASTWICK**
**7370 Lindsey Lane**
**Sparks, Nevada 89436**




October 6, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW Room 700
Washington, DC 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-28-97 9:28:27 am
FD# 32760 RL.04

ATTN: Elaine K Kaiser, Chief of Environmental Analysis
Environmental Filing ~ Reno

Dear Ms. Kaiser:

I have reviewed the STB's tier one recommendations. Many of the suggestions have very little to do with the rail situation in the city of Reno. Shifted load detectors, new crossing gates, enhanced rail safety programs, etc. are all good business decisions, but do not address the issues in the city of Reno. I am really impressed with the suggestion to increase the train speeds to 30 mph! If that is viable, why don't we increase the speeds to 90 mph and get the trains through the city five or six times faster than currently done? Another recommendation is consultation with Native Americans! What does this have to do with the railroad in the city of Reno? There are many unanswered questions regarding STB recommendations.

Union Pacific's safety record is looking a little tarnished as of late! My concern is not only about the fire and safety problems caused by delays due to increased frequency of trains, but accidents involving trains laden with hazardous materials. Not only does this present a problem for the city of Reno, but for the whole Reno-Sparks area which draws its drinking water from the Truckee River.

An environmental impact study is needed to look at not only the impact on Reno, but the Truckee River. The UP right of way parallels the Truckee River for miles as well as crossing it a number of times. We have the potential for an environmental disaster on our hands.

Let's do the job right, conduct a full environmental impact report.

Sincerely,

Jack Eastwick

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 2:11:19pm
FD# 32760 RL 04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is John Eck and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The proposed plan is satisfactory. The railroad should not be penalized for the City of Reno's refusal to act or use good judgement in the past.

John L Eck
3 Bunkerhill
City Sparks State NV Zip 89431

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:28:41pm
FD# 32760
RL04

# Comment Sheet
## UP/SP Merger
## Reno Mitigation Study

**ENVIRONMENTAL DOCUMENT**

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study:


Name: Debra J. Edwards Phone/Fax: 702-329-8888
Organization & Title (if applicable): Moody Weiske, Contractors - Estimator
Address: 1182 Blue Lakes Road
City/State/Zip: Reno, NV 89523


Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Opposition
Regarding The Union Pacific/Southern Pacific Railroad Merger.
Currently this City has experienced Delays to emergency Response in Areas Blocked By The Tracks, if This merger should come to pass the Delays would Become Even greater.
A recent Poll Stated that The State of Nevada Ranks 47th in The Healthiest place to Live. Pretty Poor in my opinion, Where Will we

(If necessary please continue your comments on the other side)

End Up in The Rankings, if This merger Comes to pass?

E:\WP\GENCORR\ENWYTEN.WPD

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 12:32:24pm
FD# 32760 RL.04

---

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is George A. Eglinger and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I support a depressed tramway.

Signature George A. Eglinger
Street 85 Cabernet PKY
City Reno State NV Zip 89512

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Louise Eglinger and these are my comments regarding the Preliminary Mitigation Plan issued September 19[illegible]

PUT THE TRAINS UNDERGROUND AS DESCRIBED IN THE NEWSPAPER.
I AGREE WITH ALL OF YOUR

Signature Louise F. Eglinger

Mrs. Louise F. Eglinger
85 Cabernet Pkwy
Reno, NV 89512-4731

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:47:41pm
FD #32760 R.A.

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is PAUL E. ELLIOTT and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I BELIEVE THAT U.P.'S OFFER TO BUILD SEVERAL OVER/UNDERPASSES IS MORE THAN ADEQUATE. I HAVE LIVED IN RENO 50 YEARS AND THINK THAT THE WHOLE IDEA ABOUT LOWERING THE TRACKS WILL BENEFIT ONLY THE CASINO

RECEIVED 7 1997

Signature Paul Elliott

Street 8780 RED BARON BLVD

City RENO State NV Zip 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 2:30:38pm

FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:24:30pm
FD#32760 RL.04

October 7, 1997

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is DEANNE ENDEMANO and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

After digesting all information available to the public to date I say to DEPRESS THE R.R. tracks through Reno, Nevada. Cost should be borne by Federal Gov't. Agencies, the Union Pacific/Southern Pacific Railroad and the casino parties effected.

Signature Deanne Endemano
Street 35 Martell Place
City Sparks State Nv Zip 89431-7505

Thank you for your time :).

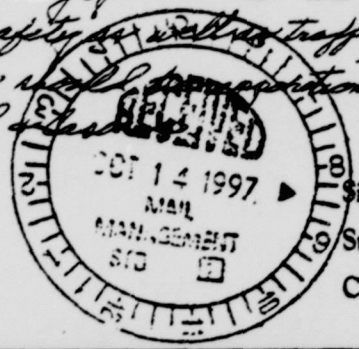


Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is ED ENDEMANO, JR and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

It is my opinion that the tracks should be recessed for safety as well as traffic congestion considerations. Costs should be proportioned between Fed Govt's, Railroad & Casinos.

RECEIVED
OCT 14 1997
MAIL
MANAGEMENT
STB



Signature Ed Endemano, Jr
Street 35 MARTELL PL.
City SPARKS State NV Zip 89436

CENTRAL ADMINIST...
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:54:06pm
GL#32760 R-04

# Comment Sheet

UP/SP Merger
Reno Mitigation Study

ADMINISTRATIVE UNIT
10-10-97
COMMENT # 10-20-97 5-19:54 PM
FD32760

RECEIVED
OCT 10 1997
MAIL MANAGEMENT

RL.04 5:19:54 PM

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name PAUL ETXEBERRI Phone/Fax 702-322-7659

Organization & Title (if applicable) Eusko @ aol.com

Address 1330 Castle Way

City/State/Zip Reno NV 89512

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Who do you people work for — "We the People" or the railroads ?? Are you so lazy and/or cheap to do a full Environmental Impact Statement? Projects far smaller than the UP/SP merger's impact on the Reno/Sparks area have warranted full E.I.S.'s. Why not us? Are we just expendable, or politically insignificant? Or what??

Why haven't you done your job and asked some rather obvious questions: Why was UP willing to pay the full cost of depressing the tracks before the merger, but not now?; Why is UP only willing to pay $35,000,000 when less than 1 year's increased profit from the UP/SP merger will easily pay the full cost?

How could you make yours an assessment paid for by the railroad? Why don't you investigate UP's safety record? (The Federal Rail Administration has called for a full investigation.) You do know that 12 people have been killed in UP related accidents in the last few months — and do

*(If necessary please continue your comments on the other side)*

Why do I have to pay to fix the problems created by the UP/SP merger? Or is this another example of Reagan's simpleation "TRICKLE UP" (not down, but up). Why should I have to pay more so that UP/SP executives can pay themselves even bigger, more obscene, bonuses. And of course many others will get their share of the greed pie. are you among them ??

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name John Evanoff Phone/Fax 1-702-827-6024

Organization & Title (if applicable) John Shaw Flamingo Hilton Reno Supervisor

Address 2835 Wrondel #18

City/State/Zip Reno NV 89502

*Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC 20423-0001 Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

John Evanoff
2835 Wrondel Way Trlr 18
Reno, NV 89502-4244

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 2:56:38
FD#32760 RL04

RECEIVED
OCT 14 1997
MAIL MANAGEMENT

I believe that we need to depress the tracks through Reno for the safety of Reno citizens. Traffic congestion will increase, noise from train horns will increase, air pollution from both autos and trains will increase, accident dangers from trains, autos and pedestrians will increase, emergency response teams will be delayed, and access to the north or south will be severely impaired. All of these impacts must be dealt with by the UP/SP and the Surface Transportation Board immediately. I am a lifelong Reno Resident and I see the responsiblity of depressing the tracks through Reno lies primarily with the railroad. They must come up with a minimum of $100 million dollars to depress the tracks and further aid in complying with the laws governing environmental impact throughout the United States, Nevada and Reno. It is the only honorable and ethical thing to do.

*(If necessary please continue your comments on the other side)*

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 10 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Sharon Evanoff Phone/Fax 1-702-827-6024

Organization & Title (if applicable) John Shae Reno Hilton Games Supervisor

Address 2835 Wrondel #18

City/State/Zip Reno NV 89502

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Sharon Evanoff
2835 Wrondel 18
Reno, NV. 89502-4244

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:13:03 pm
FD #32760 RL.04

I believe that we need to depress the tracks through Reno for the safety of Reno citizens. Traffic congestion will increase, noise from train horns will increase, air pollution from both autos and trains will increase, accident dangers from trains, autos and pedestrians will increase, emergency response teams will be delayed, and access to the north or south will be severely impaired. All of these impacts must be dealt with by the UP/SP and the Surface Transportation Board immediately. I am a lifelong Reno Resident and I see the responsiblity of depressing the tracks through Reno lies primarily with the railroad. They must come up with a minimum of $100 million dollars to depress the tracks and further aid in complying with the laws governing environmental impact throughout the United States, Nevada and Reno. It is the only honorable and ethical thing to do.

CENTRAL ADMINISTRATIVE UNIT
REC'D: _____
DOCUMENT # _____

*(If necessary please continue your comments on the other side)*

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:23:09pm
FD# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Nanette Fagalde and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am unhappy with the STB's plan for Reno. Please reconsider the safety of our downtown area & our quality of living — this plan is not good.

Signature Nanette Fagalde
Street P.O. Box 5384
City Sparks State NV Zip 89432

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-21-97 6:45:23 pm
FD#32760 RL.04

**Sierra Glass Distributors**

905 Linda Way • Sparks • Nevada 89431 • 702-355-0700




October 7th, 1997

Office of the Secretary
SURFACE TRANSPORTATION BOARD
Finance Docket 32760
1925 K Street NW-Room 700
Washington, DC 20423

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis

Ref: UP/SP Merger and subsequent increased rail traffic through Reno and Sparks.

Dear Elaine:

I am taking the liberty of writing not only for myself, but for my family and for the fifty or so people in my employ at the two companies I control.

As a group, we all feel that the UP/SP tracks through downtown Reno should be depressed. Depressing the tracks will allow the railroad to move more traffic through our town in a safer, more expeditious manner. The recommendation to merely increase the speed of rail traffic through the area is a travesty.

Furthermore, UP/SP should be compelled to pay for the bulk of the cost to depress the tracks as UP/SP is the entity gaining monetary value (to the tune of $750 million) through the merger. A mere $180 million to sink the tracks, if my arithmetic is right, would be recouped in three months time.

Safety and the preservation of the environment and our quality of life are at stake. We call for the immediate creation of an environmental impact statement.

Yours truly,
SIERRA GLASS DISTRIBUTORS

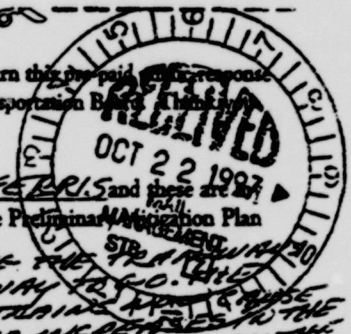
Kenneth I. Farber
President

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:38:49pm
FD#32760 R.L.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

RECEIVED
OCT 22 1997
MAIL MANAGEMENT
STB

STB: My name is ANNA M. FERRIS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.



DEPRESSING THE TRAINWAY IS THE ONLY WAY TO GO. THE NUMBER OF TRAINS NOW CAUSE PROBLEMS AND INCREASES IN THE NUMBER WOULD INTENSIFY THE RISK OF QUALITY OF LIFE IN THE TRUCKEE MEADOWS.

INCREASING THE SPEED LIMIT IS NOT AN ANSWER TO ANY PROBLEM, BUT FURTHER INCREASES THE PROBABILITY OF ACCIDENTS.

THERE SHOULD BE AN ENVIRONMENTAL IMPACT STUDY.

THE RAILROAD NEED TO BE RESPONSIBLE FOR THE MAJOR EXPENSE, AS THEY WILL BE GAINING THE PROFIT.

Signature Anna M. Ferris

Street 785 BELDON WAY

City RENO State NV Zip 89503

NEVADA TRAVEL CORPORATION

210 Marsh Ave. Ste. 104
Reno Nevada 89509
(702) 323-8100
Fax (702) 323-8115

October 09, 1997




CENTRAL ADMINISTRATIVE UNIT
REC'D: ~~10-17-97~~
DOCUMENT # 10-20-97 11:55: 26 am
FD# 32760 RL.04

Office of the Secretary,
Surface Transportation Board
Finance Docket 32760,
1925 K Street,—Room 700
Washington, DC 20423

Dear Office of the Secretary,

This letter is to inform you of my objection to allowing Union Pacific to run more and longer trains through the center of Reno. The brief study that was done by your department which ended up suggesting trains run faster is an absolute horror. You obviously have not been in downtown Reno to see how densely populated the area is, and how close the tracks are to pedestrians.

Additionally, Responsible public policy demands that an environmental impact statement or study be completed regarding any trainway plan.

Finally, it is obvious to even the most casual observer that the tracks MUST be depressed. That is the only workable solution, and Union Pacific is the only candidate who should be invited to pay for the suppressed tracks.

Please see that the public is well served by your organization.

Sincerely,

Dianna L. Filkin

Dianna L. Filkin
President




Office of the Secretary
Case Control Unit, Finance Docket
Surface Transportation Board
1925 K St. N. W.
Wash. DC, 20423-0001

Dear Secretary,

We am writing to yo:: to express some concerns we have over the increase in rail traffic in Reno scheduled for March of 1998, following the Union Pacific/Southern Pacific merger. Obviously the increase in train traffic will have a significant impact on the downtown area, and I believe these issues have been raised by the city.

As homeowners across the Truckee River from the tracks west of West McCarran (Edgewater Subdivision), we am concerned that the impact the increased rail traffic will have on those of us who live near the tracks is not being adequately assessed and mitigated. Our concerns are primarily centered around the noise from the trains - the impact this will have on our family's ability to sleep at night, to relax, and to enjoy our home. Of course we are also concerned about the potential for any toxic spills in the river.

We do believe there are solutions to the problems created by the increase in rail traffic. At the very least, we would like to suggest that "automated horns" be added to the trains so that the engineers are not over-using the horns (something that seems to be occurring recently). Also, we would like to suggest that Union Pacific makes an effort to limit the train traffic at night, perhaps between 10pm and 6am.

Looking for a long-term solution, we believe that soundwalls should seriously be considered for the tracks near neighborhoods like ours. We understand that soundwalls are not inexpensive when done correctly (and what point is there in not doing them correctly?), but as a long term solution we believe that they would be cost effective.

Sincerely yours,

David + Dina Fiore 9-30-97

David and Dina Fiore
3935 Riverhaven Dr.
Reno, NV 89509
fiore[illegible]ed.unr.edu

cc: Ren. City Manager
Sen. Richard Bryan
Sen. Harry Reid

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-17-97 1:38:52pm
FD#32760 RL.04

Community Relations Div.
Reno City Manager
Attn: Railroad
P.O. Box 1900
Reno, NV 89505

Dear City Manager,

Enclosed is my letter to the STB, please forward the required 10 copies. I have sent separate copies to Sen.'s Reid and Byran.

Sincerely,

David C. Fiore

1014

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-28-97 9:37:20am
FD#32760 EL.04




To: Editor
Reno Gazette Journal

From: Linda C. Firth
360 E. Riverview Circle
Reno, Nevada 89509
(702) 323-4323

Re: I know this transmitted letter exceeds your 180 word limit.
If you choose to print this maybe it can be a "silver/golden pen" column.
Thank you for giving me the opportunity to express my views.

Sincerely,
Linda

October 5, 1997

I wrote the attached letter to try and help people understand why the people who have lived in our area for many years are reacting so emotionally to the highly controversial issues facing our City and region. My anger and frustrations are obvious. I have never expressed my views publicly nor would I be comfortable doing so.

My intent is not to hurt or fight with anyone .. If I have done so I am sorry... If I have made grammatical and factual errors I apologize. I am not a professional writer. It is time to move on, move out and get on with my life. Thank you. Sincerely, Linda

OCTOBER 4, 1997

As I stood with a lighted candle (flashlight) next to the Truckee River in downtown Reno last week trying to do my part to help our city understand how important it is to preserve the natural beauty of our City, I also watched the plastic world of glitz and glitter that man has created burning down. How ironic.. I stood there thinking ... Someone up there (God) is trying to tell us something.

I listened to the speakers.. I was amazed that one of the only options given us, naysayers and malcontents was to telephone or fax a company in Tennessee and beg these people not to build a multi plex theater complex next to the River. I could not believe what I was hearing.. Excuse me this is not right... It was a very sad and emotional evening for me. I walked away in tears as I said good bye to the City I love .. It's over, the contract has been signed...

The CONTRACT.. The 5:00 p.m. press conference announcing the selection of a developer by our City (similar to that announcing the selection of a police chief). Pretty slick.. This was not right.. it was wrong . unethical.. corrupt.... it was sleazy.. . The whole selection process should begin again...

For the past 8 years, the Historical Resources Commission has done its best to preserve our City's history and historical buildings... The files full of studies, reports, grants have been ignored... The City gutted the commission's recommended preservation ordinance and at the same time granted itself the authority to do anything it wants within the "red line:" redevelopment area even if a building is on the National Historical Registry.... The Mapes and Riverside are history/gone.. Please get it on and get it over with -- but give me at least 6 hours notice before you have your dynamite party to blow them up so I can leave town.. The tourists will come.. There is nothing left to preserve or restore... I have no doubt the City Manager's commission to study commissions will also eliminate the Historical Resource Commission the same way they eliminated the Truckee River Corridor Committee.

I disagree with those who say we need to produce revenues by building more buildings in downtown Reno. It has never worked and it will never work. ... Small businesses can not compete with the "deals" offered by downtown casinos. No one has ever been successful... People can't live downtown with out small neighborhood grocery stores, drug stores, cleaners, etc.. Give that idea up also. The only purpose I can see for a 6 plex theater is a place for the homeless to sleep and a 24 hour day care center for tourists to dump their kids off at.. The City Council should listen to the Corps of Engineers, listen to the water planners and most of all listen to your appointed committees and commission information they provide you..

I don't understand why the tax revenues generated in the "red line district" do not go back to our community to support schools, fire, police and social services. Why do the revenues go back to the Redevelopment Agency... Why does 40% of Las Vegas' gaming revenues support community services while only 1.2% of Reno's revenues? How does Las Vegas provide affordable housing and also pay higher wages to their casino employees:?.... Could it be that they work as a group and cooperate instead of fight competition?

I have a vision for downtown Reno... Bulldoze everything.. I am serious.. Give us a Central Park with family activities such as a water slide park, an aquarium, an outdoor Shakespeare theater, an ice/roller skating rink, a day care center, river raft and kayak rides, a kiddy park, social care for the homeless... We won't need anymore downtown redevelopment money.

Since I was a child I have been told Reno can not survive without gambling. I agree with this **but Reno can survive without "downtown" casinos."** We have other Casinos -- the Peppermill, the Hilton, the Nuggett and the Clarion. They contribute their fair share..

The Boomtown project is a great project.. Boomtown has done a first class job... Take time to study and understand the significant regional financial impacts this project would have for this area. It would generate revenues for schools, police, fire, etc. Sewer and water services would be paid for by the development. The developers have played by the rules, submitted to all the regulations .. Don't turn them down; Don't let Reno kill the Boomtown project because of the fear of competition ... It is a project that could revitalize our entire regional economy...

I have watched the special interests in downtown Reno destroy my City, kill projects, be greedy, not invest in our future. Guess what? Now downtown Reno is dirty and sleazy . Why? Could it be because of the greed and lack of investing in our cities future?. It is ludicrous that the gamblers want the tax payers to clean up the mess they have created.. What a joke... . We can make it without them by diversifying our economy. Someone told me the Casinos have gone out and bought their politicians... God please don't let this be true.

The railroad track issue is another farce. More special downtown interests are using your money and scare tactics to guarantee the City will lower the railroad tracks. Read closely what Union Pacific will do to insure the safe passage of trains through Reno at no expense to the City. Does it really matter if a nuke train explodes above or under ground?.. Do they load the nuke trains in Fernley and empty them in Verdi? Are the studies that state there is more danger to our City from a truck crash on Interstate 80 or an airplane crash rather than a train wreck true? (yes) Think about what $110 million dollars of your money could build for you and your families. (Affordable golf course, parks, streets, homeless shelters, on and on....)

Some will say that we malcontents and/or /nay sayers have a choice.. We can move and get the hell out of Reno.... Unfortunately this is not an option for most people.. The current City council will be long gone forty years from now and most of us will be dead and buried also..... Please stop worrying about how much money you can make... Please stop being so greedy .. Please stop the special gaming interests fights, the water wars... the city and county wars... I am tired of watching this go on and on... When I ask my friends to discuss these issues with me, please stop telling me you can't do anything to help -- that money talks and politicians will do what they want to any way.. That is a stupid reply and so selfish and short sighted.. Those of you in positions to make decisions "do the right thing". Do what is best for our entire region ... Work as a group to help leave a legacy for future generations. Don't appoint "feel good" committees and then ignore them and hurt good decent people who volunteer countless hours to our community. Our future is in our elected and appointed officials hands. Lets make government and democracy work. DO THE RIGHT THING..

Linda Firth
(an independent citizen - without political, social or economic connections to anyone but myself)

Jud Allen
2038 Humboldt St.
Reno, NV 89509

Dave Aiazzi
Reno City Councilman
P. O. Box 1900
Reno, Nevada 89505

Tom Herndon
Reno City Councilman
P. O. Box 1900
Reno, Nevada 89505

Nevada State Senators &
Assemblymembers
Capitol Complex Legislative Bldg.
Carson City, NV 89710

Senator Richard Bryan
Room 702
400 S. Virginia Street
Reno, NV 89501

Sparks Daily Tribune
1002 C Street
Sparks, NV 89431

Susan Lynn
655 E. Riverview Circle
Reno, NV 89509

Bill Newberg
Reno City Councilman
P. O. Box 1900
Reno, Nevada 89505

Pierre Hascheff
Reno City Councilman
P. O. Box 1900
Reno, Nevada 89505

Candance Pearce
Reno City Councilwoman
P. O. Box 1900
Reno, Nevada 89505

Governor Bob Miller
101 S. Carson Street
Carson City, NV 89710

Senator Harry Reid
Room 902
400 S. Virginia St.
Reno, NV 89501

**Office of the Sec. Case Control Unit**
**Finance Docket #32760**
**Surface Transportation Board**
**1925 K Stree, N.W, Room 700**
**Washington, DC 20423-001**

Charles McNeely, City Manager
City of Reno
P. O. Box 1900
Reno, NV 89505

Jeff Griffin, Mayor
City of Reno
P. O. Box 1900
Reno, NV 89505

Judith Pruett Harmon
Reno City Councilwoman
P. O. Box 1900
Reno, Nevada 89505

Washoe County Commissioners
c/o Jo Ann Bond
P. O. Box 1113
Reno, NV 89509

Congressman Jim Gibbons
400 S. Virginia Street
Suite 502
Reno, NV 89501

Mayor Bruce Breslow
431 Prater Way
Sparks, NV 89431

Friends of Union Pacific
925 L Street, Suite 800
Sacramento, CA 95814

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 10 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Bill Fleiner Phone/Fax 702-824-3666 - 702-824-3660

Organization & Title (if applicable) REALTY EXECUTIVES - Broker

Address 6110 PLUMAS ST. - "B"

City/State/Zip Reno, NV - 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention. Elaine Kaiser, Chief, Section of Environmental Analysis.*

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:18:20pm
FD#32740 RL.04

To whom it may concern:

I have worked with Southern Pacific Railroad for 25 years. I have been in numerous discussions concerning depression of the track through downtown Reno and have always concluded it is not economically feasible.

The S.P.R.R. now U.P.R.R. was the foundation that Reno was built around. All of the hotel/casinos knew where the S.P. track was located when they constructed their facilities. They have continued to build as recently as 1996. If in fact the track location was really an issue why did construction continue. Now the U.P. / S.P. merger surfaces and the City of Reno with considerable support from the downtown interests want the track depressed. One must ask who benefits from the track depression? The obvious answer is the hotel/casinos. Why should the tax payers of the City of Reno have to pay an additional 1/8 % sales tax to mitigate a problem for the hotel/casinos?

The cost projections are currently $182 Million. Did this projection take into account the water table along the track corridor? When the National Bowling Stadium was constructed, four monitoring wells were drilled, two on Center Street at Plaza and Commercial Row and on Lake Street at Plaza and Commercial Row. Ground water (running horizontal) was encountered at 22

*(If necessary, please continue your comments on the other side.)*

feet. I have been told the current water level is 16 feet. The question that must be asked is how do you keep the tunnel in the ground. The answer of course is by using boat foundations. How much do boat foundations add to the cost? There has been talk that the tunnel would be 30 feet deep. I think it will be much deeper for the following reason. Clear span from top of rail is 27 feet x 54 feet in width. Assume the lid on the tunnel is two feet thick and the road bed is 4 to 6 feet. This means the bottom of the depression would be approximately 33 to 35 feet. All of a sudden the tunnel is sitting in 11 feet to 20 feet of water minimum. As you go west and east toward the Truckee River the water table is much higher. Was any consideration given to the operating cost and maintenance of the pumps required to pump the tunnel on a 24 hour basis?

Also, where do you build the shoe-fly track during tunnel construction. Over the past 5 to 10 years several projects have been constructed next to or over the track corridor. The shoe-fly track would probably have to be built in Fourth Street.

I am opposed to the track depression and feel the money required to depress the tracks could be used on other infrastructure which would benefit the entire community, not just the hotel/casinos.

Bill Thomas

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 12:14:15pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Bill Fleiner and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. The S.P.R.R. Now the U.P.R.R. WAS the FOUNDATION RENO WAS built Around. All of the CASINOS KNEW the TRACK LOCATION when they CONSTRUCTED their FACILITIES. I DO NOT feel the TAX payer should PAY To depress the TRACK - Also, The WATER TABLE IS 16' To 22' Through the corridor which would Require BOAT FOUNDATIONS WHAT would This Add To the COST.

Signature Bill Fl

Street 6110 PLUMAS 'B'

City RENO State NV Zip 89509

702-826-7000

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Ed Foster Phone 358-3276 Date 10/9/97

Organization & Title (if applicable) _____

Address 6499 Ruby Hills Rd.

City/State/Zip Reno NV 89506

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

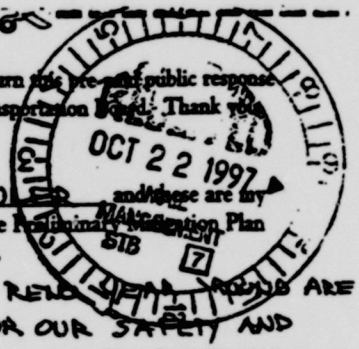
UP owns the tracks, always has! After reviewing the measures planned by UP it is my opinion that the City of Reno should let UP do what they plan. UP doesn't tell the City what to do. Good Luck UP!

CENTRAL ADMINISTRATIVE UNIT
REC'D: OCT 14, 1997
DOCUMENT # 10-16-97 9:35:36 am
FD #32760 RL04

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 4:43:57pm
FD#32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.




STB: My name is JOEL FOWLER and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

WE WHO LIVE IN RENO AREA AROUND ARE CONCERNED FOR OUR SAFETY AND WELFARE, AS WELL AS FOR THOSE VISTING OUR CITY, AS WE TRAVEL ROUTINELY IN AND ABOUT RENO. BISECTING THE TOWN WITH RAILROAD TRACKS ON WHICH AN INCREASING NUMBER OF TRAINS WILL TRAVEL DAILY APPEARS TO IGNORE THESE CONCERNS.

ATTENTION MUST BE GIVEN TO ELIMINATING THE POTENTIAL DANGER TO THE PEOPLE OF, AND IN, RENO AND LOWERING THE TRACKS APPEARS TO BE THE BEST ALTERNATIVE SOLUTION. THANK YOU

Signature [signature]

Street 2720 EASTSHORE PL.

City RENO State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10-10-97 3:50:33pm
FD#32760 RL.04

Sept 27 1997

Office of the Sect.
Dept Control Unit
Finance Docket #32760
Surface Transp. Brd.
1925K St N.W. Room #700
Washington D.C. 20423-0001

RECEIVED OCT - 7 1997

Dear Mr Kaiser:

I am writing to you in support of the Union Pacific Railroad in Reno-Sparks.

The Southern Pacific Railroad built this main line through Reno in 1868, and connected up with the Union Pacific Railroad in May 1869 at Promontory Point Utah.

At that time 1868 Reno was not even a one horse town but in the last 128 years the Southern Pacific Railroad has brought in thousands upon thousands of dollars in revenue in freight traffic and passenger business to the city of Reno. At this time it appears that the

II

Mayor and City Council members wants to forget that what the railroad did to put this city on the Map.

The Mayor and the City Council keep saying that there will be derailments in the city, and tie up the city, lets ask them to give us a date when the last major derailment was in Reno. I venture to say they can not give us a date, as to my knowledge in the past 50 years that has not occured in Reno.

I think it is a good idea of the railroad to increase the speed from 20 mph to 30 mph through Reno, that will cut down a lot of the delays to the traffic in the crossings. Another point that should be stated that there a lots of other cities in the United States larger than Reno and the freight and passenger trains go through there 40, 50, 60 mph.

The Union Pacific has always been a well managed railroad, with excellent track and roadbed, and all down through the years the motive power has

III

been in top condition to expedite their great freight business.

This city of Reno has spent almost $1 million to fight the merger of the S.P. and U.P.; this was just a waste of tax payers money, there was no way possible for the Southern Pacific to go without the merger, they could not meet the competition from the merger of the Burlington Northern and Santa Fe railroads.

If the city had of spent that money on fixing the city streets which are in the worst condition of any city I have ever lived in, they would have been better off.

Hoping this information will help the U.P. in this dispute.

Yours truly
Harvey J. Francis
3470 Ladestar Lane
Reno, NV. 89503-1209

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:25:37
EA#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Janet Frandsen and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Lower the tracks Please.
Let's find a way to
pay for that.
Stop Hazardous waste
material from coming thru
town. Keep Reno Clean
from Train smoke also

Signature [signature]
Street 2922 Randolph Dr
City Reno State/Zip 89502

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington, DC 20423.

STB: My name is Anne S. Franks and these are my comments regarding the Preliminary Mitigation Plan issued September 25th.

a) Safety - Quality of life concerns caused by UP merger

b) the need to conduct an Environmental Impact Statement prior to implementing any transvaal plan

c) UP needs to pay its fair share of the costs - they benefit - not Reno

Signature Anne S. Franks

Street 984 Ridgeview Dr.

City Reno State NV Zip 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-8-97 11:10:39am

FD#32760 RL04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW, Room 700, Washington DC 20423

STB: My name is TERRY FRANK and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I THINK, THE RAILROAD SHOULD BE ALLOWED TO RUN LONGER, FASTER TRAINS. FIRE TRUCKS and AMBULANCES SHOULD BE STATIONED ON BOTH SIDES OF THE TRACKS. WHY SHOULD THE PUBLIC SUFFER, BECAUSE OF THOSE SHITBIRDS AT CITY HALL. ~~GET~~ WHEN THINGS GET TIGHT, GET PANICKY and CUT THE FIRE DEPT.? IF IT WEREN'T FOR THE RAILROADS RENO WOULD PROBABLY BE JUST A WIDE SPOT IN THE ROAD.

Signature Terry Frank

Street 831 Sullivan Ln. #6

City SPARKS State NV Zip 89431

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-21-97 6:56:42pm
FD#32760 RL.04

MCDONALD CARANO WILSON MCCUNE
BERGIN FRANKOVICH & HICKS LLP
ATTORNEYS AT LAW

ENTERED
Office of the Secretary
OCT 16 1997
Part of
Public Record

Reply to: Reno

October 15, 1997

RECEIVED
OCT 16 1997
MAIL
MANAGEMENT
STB

Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street, NW, Room 500
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-17-97 3:30:00pm
FD#32760
RL.04

Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Re: Preliminary Mitigation Plan, Reno, Nevada

Dear Ms. Kaiser:

The following comments are submitted on behalf of the undersigned, John Frankovich, as a 40-year resident of Reno and as a member of the Task Force established to provide community input into the Mitigation Plan for the Reno area.

At the beginning of the Task Force process, I was optimistic that it would result in substantive mitigation of the Railroad Merger impacts on this community. I thought that SEA through DeLeuw, Cather & Company would undertake an independent review of the merger impacts and recommend effective and permanent mitigations. As the process unfolded, it became apparent that it was being controlled by the Railroad. The PMP is demonstrable evidence of the Railroad influence. The concerns and issues set forth by the Task Force members have not been addressed in the PMP. Disappointment does not begin to express my reaction to the PMP.

The principal recommendation of the PMP is to increase the speed of trains through the Reno area. It should be noted for the record that this was not the recommendation of the Task Force nor was it proposed by any member of the Task Force, including the Railroad, as the principal mitigation measure for the merger impacts.

241 RIDGE STREET, 4TH FLOOR
P.O. BOX 2670
RENO, NEVADA 89505-2570
(702) 322-0635
FAX (702) 786-9532

OF COUNSEL
DONALD L. CARANO
WILLIAM S. BOYD
CHARLES E. HUFF
HON. JAMES GUINAN, RET.

2300 WEST SAHARA AVENUE
NO. 10, SUITE 1000
LAS VEGAS, NEVADA 89102
(702) 873-4100
FAX (702) 873-9966

An increase in the speed of the trains through a city which is highly congested with vehicles and pedestrians simply cannot be considered to be an effective or permanent mitigation. (The Reno area has been identified as the single most impacted community on the entire Railroad line.) It is highly questionable whether the proposed increase in speed can be consistently achieved, especially since most, if not all, of the trains will either be stopping or starting in Sparks. There is no control over the length or weight of trains which will directly impact the trains' ability to obtain the requisite speed. Additionally, the PMP indicates that a significant number (over 50 percent) of the trains through Reno are currently operating below the current 20 mile an hour speed limit. If these trains were able to achieve a higher speed, they would no doubt do so. If a train is currently only able to go 10 miles an hour because of the load it is carrying or the grade it is on or any other reason, it is of no benefit to tell that train that it is allowed to go 10 miles an hour faster.

In addition, an increased speed of trains is simply not enforceable. Many factors will affect the ability of a train to obtain the speed necessary to achieve the limited mitigation benefits set forth in the PMP. It will be virtually impossible for any independent entity to effectively monitor the speed of trains through Reno. In addition, there is no penalty or other enforcement mechanism set forth in the PMP in the event that the proposed train speeds cannot be attained.

The PMP has almost no concern for public safety. The PMP acknowledges that there will be more accidents and that they will be more severe. To put this in English, the increased speed will result in more deaths in the Reno community. That is too high a price to pay for a railroad merger.

The PMP does not address the impacts that the merger will have on the tourism industry in this community. Tourism is the No. 1 industry in this community. The Railroad merger should not be entitled to damage or destroy any community's principal economic resource. It is not an answer that the Railroad was here first. Over the last 100 years, Reno certainly has grown. However, any community is entitled to grow and, indeed, must grow if it is to survive. Reno did not grow up around a railroad that consisted of a merged railroad combining the Union Pacific and the Southern

Pacific lines. In addition, a substantial portion of the impacted property which has developed in the vicinity of the Railroad was originally owned by the Railroad and was sold by the Railroad to private enterprise specifically for development. It is both unfair and, indeed, irresponsible not to address the impacts of the merger on the tourism industry in the Reno area.

The PMP purports to provide "reasonable" mitigation. This suggests that the SEA evaluated the costs associated with the proposed mitigation. However, costs should not be an overriding factor without an analysis of the corresponding benefits to be received by the Railroad. A cost benefit analysis is common practice in any business. The PMP contains no such analysis.

The PMP is based on the fundamental assumption that in the year 2000 there will be an average of 25 trains through Reno. This number was provided by the Railroad which has an incentive to understate the impacts of the merger. The Railroad indicated that projections beyond five years are "speculative". However, the year 2000 is only two years away. Thus, at the very least, the Railroad should have provided an updated evaluation of its projected number of trains over the next five years. That information is undoubtedly readily available.

Even if the Railroad's calculation of the number of trains is accurate and the mitigation as proposed in the PMP will work (assumptions that are highly questionable), there is and will be a limit to the number of trains that can pass through this community without creating an intolerable impact. In evaluating the environmental impacts of the merger, the maximum number of trains which the Reno community can tolerate must be established. SEA has clearly indicated that it cannot restrict the number of trains for the "good of the system". While that position is difficult to accept, it is unquestionably within the authority of the STB to require additional mitigation in the event that the number of trains exceeds that projected by the Railroad. If, at some point in the future, the average number of trains through Reno increases, then the Railroad should be required to provide additional mitigation. The Railroad should not be able to benefit from miscalculations provided by the Railroad or as otherwise set forth in the PMP.

The PMP provides no mitigation whatsoever with respect to noise. The PMP acknowledges an increase of 2.7 dbs but concludes that that is not significant. The Report does acknowledge that the noise increase is very close to the significant level. Thus, if there are two or three more trains through Reno, the noise impact will be significant. In addition, since the noise calculation was based on the average number of trains, on those days where there are more trains than the average, which will occur almost half the time, the significant decibel limit as established by SEA will be achieved. The Reno community should not be required to incur significant noise impacts for a large part of the time.

The noise analysis is a case where the numbers simply do not make sense. The principal source of noise is identified as the train horns. The number of train horns will double. Yet, the conclusion is that the doubling of the principal source of noise will have no significant impact. This simply is difficult to accept. The horns will not be of shorter duration with the increased speed since it is a requirement that they be sounded at least 20 seconds before each intersection. This could result in a continuous train whistle starting 20 seconds before Keystone Avenue and sounding continuously through Sutro Street. If that were the case, the noise impacts will be significant. This has not been analyzed in the PMP.

In addition, the PMP indicates that there will be an increase in the corridor of the 65 decibel level. This should require mandatory mitigation. As mentioned above, the PMP does not even recognize the existence of hotel accommodations as being affected by the increased noise. However, hotels are not the only structures that are impacted by the increased 65 decibel corridor. The fact that the PMP contains no noise mitigation whatsoever is both unfair and unreasonable to the Reno area.

The PMP makes specific reference to the adoption and possible implementation of noise regulations by the FRA which could include authorization of directional horns and quiet zones. The PMP should indicate how affected parties can participate in that FRA process. In addition, the Railroad should be required to implement whatever recommendations with respect to noise are authorized by the FRA. In fact, the Railroad indicated in the public statement by Mr. Starzell that notwithstanding the FRA, the

Railroad could implement directional horns. Thus, at the very least, the PMP should require that the Railroad do what the Railroad says it can do to mitigate noise impacts.

The SEA has consistently encouraged the parties to reach a negotiated settlement in the PMP, at the Task Force meetings, and at the public hearings relating to the PMP. While it is questionable whether the negotiation process ought to be considered in adopting an appropriate Mitigation Plan, no one would dispute that a negotiated settlement is in everybody's best interest. However, the PMP has effectively eliminated all likelihood of a negotiated settlement. The Railroad simply has no incentive to negotiate in light of the recommendations of the PMP.

The PMP concludes that underpasses will not provide effective mitigation of the merger impacts. At the public hearings on the PMP, it was indicated that the merger impacts would not be fully mitigated even if seven (7) separate underpasses were required. It would therefore appear that the only effective mitigation for the merger impacts is the depressed track. If the only effective and permanent mitigation for the merger is to depress the tracks, it should be ordered by the STB even though depressing the tracks will also mitigate pre-merger conditions. The STB should be more concerned about mitigating the merger impacts and preserving the Reno community rather than not providing any mitigation of pre-merger conditions.

I appreciate the opportunity to comment on the PMP and am hopeful that the SEA will take these comments into consideration, as well as the other comments provided during the public hearing process, the vast majority of which disagreed with the PMP, and make substantive changes to the PMP in order to provide an effective and permanent mitigation for the Reno community. It is my sincere belief that the future of this entire community is in your hands.

Very truly yours,

John Frankovich

John Frankovich

JF:nz

jfstb.ltr

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:11:58pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Russ Fromherz and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

"I don't work for the railroad, just a Reno citizen".

The City of Reno fathers are real "asses" in their stonewall approach to this problem. The railroad didn't create this problem, the Reno Fathers did, with "NO PLANNING" Take responsibility Reno, don't Pass the Buck.

Signature

Street 6186 Chesterfield LN

City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:27:09 pm
~~FD~~ #32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Anthony Fausciano and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I strongly believe that STB should do more to address safety and quality of life concerns caused by the UP merger, and, an Environmental impact Statement should be conducted prior to any trainway plan being implemented, and Union Pacific should negotiate with the City and pay its fair share of the cost of any trainway plan—

Signature Anthony Fausciano
Street 2385 Audubon Way
City Reno, State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:46:31pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Sandy Taybarger and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1. You should do an real Environmental Impact Study with our Federal TAX dollars prior to any trainway plan implemented.

2. Union Pacific should pay its' fair share of the cost of any trainway plan.

Signature Sandra Taybarger

Street 1695 Wellington RD #3A

City Reno State NV Zip 89512

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 22 1997
MAIL MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Nick Furchner D.D.S. Phone/Fax 702-322-4778

Organization & Title (if applicable) President – Dental Corporation

Address 1100 California Ave.

City/State/Zip Reno, NV. 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

I think its terrible how the railroad merger (big business) can effectively screw all the citizens of our community. If they are going to make millions of $ in profit for their bottom line - they need to adequately assess the enviornmental impact & to pay to have their increased traffic pass through our area. If our quality of life is going to suffer for their profits, they need to be held accountable!! They need to pay to have the tracks submerged & covered (i.e. a "subway" system) & insure that there are no enviormental disasters!!

*(If necessary please continue your comments on the other side)* Thank-you for your time & effort.

Sincerely

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:40:18 pm
FD # 32760 RL.04

L. GENE GARDELLA
3685 Renee Way
Reno, NV
89503
Phone: 702 747 2497
FAX: 702 786 0150




Tuesday, October 14, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St. NW
Room 700
Washington, D.C. 20423

Attn : Elaine Kaiser

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-20-97
DOCUMENT # 10-21-97 6:38:30pm
FD# 32760 RL04

Dear Board:

Thank you for your attention during the public comment meeting on the proposed mitigation plan for the Union Pacific Railroad merger. During my comments, I attempted to raise your awareness regarding the possible effects of the proposed mitigation plan in a catastrophic situation. In reflection on the consequences of a catastrophic event, I am convinced an analysis of various scenarios and a comparison of maximum loss risk and mitigations available, for both the 30 MPH Proposal and the Trench Proposal, is critical for understanding the viability of each plan. In support of achieving that understanding, I present the following information for your consideration.

HISTORICAL PERSPECTIVE

In the traditional perspective, the Law of Large Numbers allows predictability in accepting risk. Even catastrophic losses are "predicable" and manageable. The losses can be planned for and absorbed if a spread of risk exists.

NEW REALITY

Hurricane Andrew devastated Homestake FL , a largely residential community. State Farm paid $ 4,100,000,000 . Allstate paid $ 3,600,000,000. Other companies were similarly impacted. Had Hurricane Andrew made land fall 40 miles north through Miami , Fl-every insurance company with a large exposure would have been bankrupt.

The Northridge Earthquake struck the largely residential area in January 1994, about 18 months after Hurricane Andrew. Over $ 12,000,000,000 of insured losses were

paid. Ha 'hat earthquake occurred a few miles away in downtown Los Angeles many insur ompanies would have faced insolvency.

The industry recognized a new reality of the importance of understanding the maximum loss potentials they faced to avoid possible insolvency. In both California and Florida, solutions were forged to limit the maximum losses to a level the industry could pay and remain in business.

## MAXIMUM LOSS RISK ANALYSIS

1. Brings a measurable understanding of the risks to the city, its citizens, and its guests.

2. Allows comparison of the total cost differences between the 30 MPH and the Trench proposals.

3. Recognizes, in monetary and human perspectives, the impacts on Reno that have not been previously considered.

## FOUNDATION CONCEPTS

Probabilities for the occurrence of various scenarios exist for the Level 1 and Level 2 proposals. These probabilities will be very, very small, but must be estimated based on a sound, rational process.

For every scenario in which a probability greater than 0 exists, an analysis of that scenario must be undertaken to establish the maximum loss risks. This loss estimate must include at least 1. loss of life 2. injury costs 3. disability losses 4. pain and suffering 5. property damage 6. business profit and income 7. personal income loss 8. tax income losses 9. rebuilding tourist visits 10. costs to repair damage to the railroad 11. the costs to clean up toxic and other hazards. This is a preliminary list which should expanded if additional exposures are identified.

## OBLIGATIONS AND MITIGATION

Under the tort liability laws of this state and country a business is responsible for the injuries it causes. Several large businesses have been unable to meet those obligations in large loss situations. To guarantee Union Pacific can meet its responsibilities in these situations they must provide certification of insurance protection adequate to pay its obligations or mitigate to prevent the occurrence of the

loss. This is a prudent and frequent requirement in normal business and governmental activities.

I intend to work with the city to develop a MAXIMUM LOSS RISK AND MITIGATION ANALYSIS MATRIX to assist in understanding this critical mater. If I can answer any questions or be of assistance in your considerations please contact me.

Sincerely,

L. Gene Gardella

# Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 3:14:01 pm
FD 32760 RL 04

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name H. Gacell Phone 702-747-4677 Date 10/9/97

Organization & Title (if applicable) _____

Address 325 W. Liberty St.

City/State/Zip Reno NV 89501

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

1. 20 second delay ridiculous at "all speeds" requirement.
2. Affected properties at crossings as presented doesn't say how many properties are railroad owned.
3. Does the board's plan consider the expansion of the Oakland, CA port, possible problems in Panama in 18 mos., increases exponentially from the Pacific Rim—in talks about 25 trains? And what is an increase estimate with no inc. in Pacific Rim or Panama Canal problems
4. What is to keep RR from adding cars like they did in WW II? Then what happens to the estimated times at the crossing?
5. R.R. speaker is quite gifted - however 20% improvement in accidents per year would result in zero accidents in 4+ years from inception. Also the mention of the Santa Fe using the rails is 2 edged; Santa Fe should help pay for depressing tracks and Santa Fe's increased traffic demands something better than 30 mph + some inexpensive (for the RR.) questionable improvements.

(If necessary, please continue your comments on the reverse side.)

STB FD 32760 2-11-98 K 28921 18/27

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 15,1997
DOCUMENT # 10-15-97 4:25 39pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Henry Gorell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The Surface Transportation Board will be remiss in their decision if they approve 30+ trains/day "going faster" thru Reno. This is stupid, as the increased danger from toxic spills or explosions in a wreck or derailment becomes much more likely. Do these people work for the Railroad (the S.T.B.)? or get freebies

Signature H. Gorell

Street 345 W. Liberty St.

City Reno State Nv Zip 89501

Remember Roseville, CA ??

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 15, 1997
DOCUMENT # 10-15-97 4:19:38pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Karren Garell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

It is important that the railroad pay its fair share (50%) towards depressing the railroad. An environmental impact statement should be a definite, not a maybe.

Signature Karren Garell
Street 3975 Falling Water Dr.
City Kent State NJ Zip 44509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:27:02pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Brook Gaston and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

This is a great idea for the well being of all of Reno including the environment.

Lowering the tracts will cut down on traffic delays & will increase safty.

Signature Brook Gaston
Street 5161 Valley High
City Sparks State NV Zip 89433

CENTRAL ADMINISTRATIVE UN
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:15:39 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is PAUL GEORGESON and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1) Increased speed limit will be a danger to pedestrians and traffic;
2) Increase in noise pollution from having twice as many trains that must blow whistle at all intersections;
3) Safety considerations regarding response time of fire department and paramedics;
4) Traffic problems and general problems w/ increased rail traffic.

Signature Paul Georgeson
Street 1275 Mark Twain Ave
City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:20:19pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Glenn A. Gierzycki and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The plan is good enough. The officials of Reno are whiney snivelling miscreants. Let the railroad do it's business as it sees fit. No EIS is needed.

Signature Glenn A. Gierzycki
Street 1570 Alturas Avenue
City Reno State NV Zip 89509




October 5, 1997

Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street NW
Washington, D.C. 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-28-97 9:24:07am
FD#32760 RL.04

Dear Secretary:

I would like to take this opportunity to comment on the effect of the Union Pacific-Southern Pacific Railroad merger on the City of Reno, Nevada.

The officials of Reno are trying to make the railroad pay for lowering the tracks through downtown Reno. I do not believe the railroad shoud be responsible for this expense. It is not needed. Railroad traffic through town was much heavier years ago and the town functioned just fine. The railroad was here first and was the reason for the creation of the City of Reno.

As a 18 year resident of Reno, I view the rantings and ravings of city officials as a smokescreen to cover up many problems caused by these officials and their predecessors. The problems of downtown Reno are not caused by the railroad.

I believe the railroad has the right to conduct its business as it sees fit without catering to the whims of Reno. The railroad has served the United States well for over 130 years. The line through Reno is a vital piece of our nation's transportation system. Suggestions such as limiting the number of trains through the city is untenable and would have far reaching affects across the U.S. A free society must let market forces dicate how much traffic the railroad can carry.

Proposed mitigation effects, such as increased train speed and underpasses and overpasses, are sufficient. The effects of trains in downtown Reno are not as severe as some people claim. The delays are minor and there are other ways around the tracks.

Do not let the City of Reno dictate the terms of the merger.

Sincerely,

Glenn A. Gierzycki

Glenn A. Gierzycki
P. O. Box 13306
Reno, NV 89507

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Gill, Charles W Phone 825-2534 Date 902797

Organization & Title (if applicable) Secular Franciscans

Address 4686 Baker Ln

City/State/Zip Reno NV 89509

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

This is one more case of the rich + powerful stepping on the rights of the week and the poor. The Federal Government should by back the tracks and sell them to state and local governments. These governments should then be allowed to tax these rail roads as any other roads, setting weight and length restrictions and setting use taxes and tolls for use of the tracks. This would increase competition by allowing freight companies to compete by not having to buy track but only locomotives and cars. It would improve the economy of Reno by making passenger rail affordable. This both from Carson City to Sacramento runs commuters from Carson city, tourists from Sacramento, and

(If necessary, please continue your comments on the reverse side.)

if the track is placed around McCarran, a Toaal high speed, B.A.R.T type rail.

with more competition would come more rail-roading jobs

The alternatives are therefore more bullying by big business vs more jobs and more competitions and a cleaner Reno.

wizard of OZ
Right hand - left hand
Tennessee ERNie Ford
✓ and balance.

here first
native Americans
they did, designed
drunk

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 22 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Gabrielle M. Gillette Phone/Fax (702) 334-2420

Organization & Title (if applicable) _____

Address 575 Sawyer Way

City/State/Zip Sparks, NV 89431 (this would be the city with which Reno shares the Truckee Meadows)

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Although I do not live in the City of Reno, I too will be effected should the railroad be allowed to go forward with it's plan. Perhaps you have heard another name for the valley in which Reno lays - TRUCKEE MEADOWS. The City of Sparks is the 2nd largest city within the Truckee Meadows, so when you say it is okay for the railroad to pollute the City of Reno, you are saying it is okay for the railroad to pollute the entire Truckee Meadows, thus the effects of the plan that you have ok'd reach much farther than perhaps you were aware of.
Being a resident of the Truckee Meadows means that I have the pleasure of driving through the downtown area daily as I am employed within the City of Reno. There is no doubt in my mind tha the first time I am forced to wait for a 6,500 foot train to go through downtown and I cannot go around it because it is consuming the entire downtown area - I will not only infuriated, but also disgusted with UP/SP and the Surface Transportation Board whom said it would be okay to allow the railroad to slowly destroy our community in which I have lived for the last 26 years.

Gabrielle M. Gillette

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:21:25pm
FD#32760 RL.04

Office Of The Secretary
Surface Transportation Board
Finance Docket 32760
1925 K St, NW # 700
Washington DC 20078




STB:

My name is Martin Giusti and I am writing you today to make some comments on the Preliminary Mitigation Plan for the railroad Merger.

First of all You need to require an Environmental Impact Study. Your preliminary plan fails to address several issues that will affect my family, and the quality of life we now enjoy. I demand that the railroad be forced to pay the cost of lowering the tracks. With estimated profits at over a billion dollars, 100 million is a small price to pay to generate these profits.

The railroad will be the cause of many future problems like delays in police, ambulance, and fire response that could cost my life, or the life of one of my family, because these issues were not properly addressed in advance. In addition the other impacts of 460 tons of emissions into the air I breath, and the new potential for a hazardous waste catastrophe were not adequately addressed in your study. Not to mention the three investigations currently ongoing into 3 separate fatality accidents in 3 months is indication that the current plan is not acceptable.

Please reconsider your current plan and demand that the real issues be addressed. Please require the tracks be lowered, and adequately funds be required to complete these changes.

Regards

Martin Giusti Tax Payer\ Part Owner USA
1945 Marsh Ave.
Reno Nv 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-17-97 1:35:10pm
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97. 12:37:05pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Ed GLASGOW and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the railroad made a mistake when they merged before checking this are out. poor judgment on the railroads part. I think they are being very unfair Thirty five Million dollars is a drop in the bucket.

I feel the railroad should pay 60% Reno, 40%

Signature Thank you.

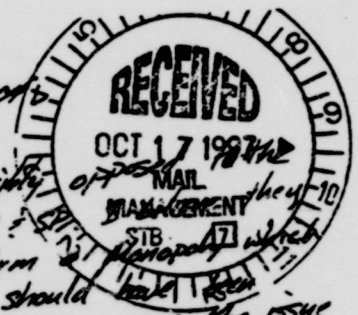
Street Ed Glasgow 8637 Amber Point Dr

City Reno New State Zip 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 5:05:30pm

FD#32760 RL04

Ryan Glover
2050 Langley #210
Reno, NV 89502




I am [illegible] merger of UP & [illegible] conspired to form a [illegible] is illegal and should be [illegible] prevented. Anyways since the issue is here I feel that UP should be regulated by economics. UP should pay for 100% of everything they need as well as a toll to pass over our crossings that would back up traffic, a hazardous material tax for transportation of said materials. Finally a clean air tax should also be imposed.

Our quality of life here is precious and expensive and should not be cheapened at the expense of us and the profits of a company that I do not approve of.

Ryan Glover

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:20:25pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is
JAN GOULD and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

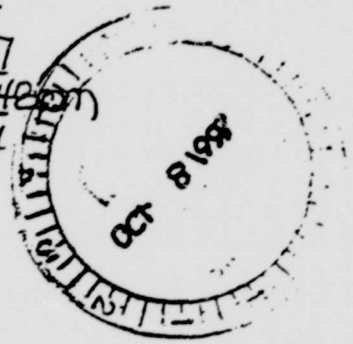
- STB should do more towards safety & quality of life concerns caused by the UP merger: and Union Pacific should pay for all of the cost of any trainway plan. (They new the citizens of Reno did not want the merger.)
- An Environment Impact Statement should be done on any trainway plan.

Signature J Gould
Street 316 Roberta St
City Reno State NV Zip 89502

# Martha B. Gould

1690 West Sixth Street • Reno, Nevada 89503 • phone/FAX 702/747-0777


CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-8-97 → 10-14-97
DOCUMENT # 10/20/97 5:38:40 PM
FD# 32760 RL.04




October 3, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street NW Room 700
Washington DC 20423

TO: Elaine K. Kaiser, Chief, Section of Environmental Analysis

FROM: Martha Gould

Comments on the STB recommendations on impacts to the Truckee Meadows caused by the UP/SP Railroad merger;

First I wish to point out that there have been comments made in letters to the editor and by the Union Pacific that in the 1950's, and in the 1980's there were more trains coming through the City of Reno than there will be based on this merger. In the 1950's there was no interstate highway network. Therefore more freight was carried by rail. In addition, Reno was a vastly different city with considerably less foot and vehicle traffic. . Nor did the freight trains carry the many different toxic materials that freight trains carry today.

I am not interested in the past, not the past of 40 years ago or even 10 or 15 years ago. I am only interested in the present and the future of my City and its quality of life.

My comments to the Surface Transportation Board are few and simple

1. What mitigation steps has Union Pacific taken to address the integrity of rail bed in both the east and west Truckee River canyons? I had the opportunity of going with members of the Washoe County Legislative delegation on an aerial tour of the floor devastation, and the amount of erosion along the banks of the Truckee River is extensive. What will be the impact of additional rail traffic, and increased length of freight trains on a old rail bed, sitting on saturated earth along river banks that have been eroded by the flood? I wish to remind everyone here that the Truckee River is our prime water source, not only for Reno but both upstream and downstream.

2. There is still a high potential for additional serious flooding. What steps has Union Pacific taken to address mitigation of additional flooding? Both short term and long term flood control issues. As FEMA will be redrawing flood plane maps, what impact will FEMA regulations have on the integrity of rail bed in the Truckee River Canyons.

3. Within the City of Reno additional train traffic will impact traffic flows, causing additional delays with traffic sitting idle, and pouring additional pollutants into our air. As we do not yet meet federal air quality standards, this will further exacerbate the problem. Perhaps Union Pacific plans on paying whatever fines are leveled against the City and the County.

4. How many trains per day, and how many per hour, and how long will the trains be? If UP goes to 24 to 38 trains per day, up to 6500 feet in length, many of the rail crossings will be blocked, thus closing north/south traffic for several hours a day. This would have a negative and serious impact on the ability of medical, police, fire responders to have access to an emergency situation. Your suggestions of having the trains travel up to 30 miles per hour through Reno is not an acceptable answer, and shows an interesting lack of concern for the safety of the people of Reno, and could have an interesting impact on UP's liability.

5. If there is a toxic spill into the Truckee River, what measures do you have in place to do quick cleanup of such a spill. And just saying that you meet all federal regulations is not an acceptable answer, seeing as UP's safety record is more than questionable. It is my understanding that Union Pacific does not have a prepared emergency plan to even notify safety personnel in the event of a derailment! I also understand that the Federal Rail Administration has called for a full investigation of UP's operations due to recent train crashes and other rail accidents. You can destroy the Truckee Meadows by destroying the water supply.

6. Increased train traffic will definitely imperial Reno's quality of life. I believe that if the STB's plan is approved more trains and more delays in traffic will have the impact of increasing emissions as much as 460 tons per year, an interesting increase in potential health hazards to Reno citizens. Additional trains also mean noise pollution. A significant disturbance to citizens and to visitors. Reno's economy is primarily a tourist one, and the STB's plans will certainly threaten the economy of the Truckee Meadows.

Union Pacific has a responsibility to this community, and to all communities that will be impacted by this merger, a responsibility to honestly address mitigation by doing a full environmental impact statement, and then, and only then, sitting down with all interested parties to address mitigation in an open and forthright fashion. No more game playing, what happens with this merger will effect the economic, cultural, and the quality of life issues of the future of Reno. The Surface Transportation Board and Union Pacific have no right to arbitrarily make decisions that will impact our lives and the lives of our children.

I believe that the STB's plan outlining recommendations on impacts to the Truckee Meadows was paid for by the railroad, which brings into question the integrity of the plan and the Surface Transportation Board.

It is the responsibility of the Surface Transportation Board to address safety and quality of life issues caused by the merger, and to do so the STB MUST do a full environmental Impact Statement. Furthermore, as the merger benefits Union Pacific, Union Pacific should pay their fair share of the cost of any train way plan.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:45:25pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Heather Gaulding and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

- Union Pacifics plans for mitigating the effects of the increased rail traffic in Reno are completely unacceptable. Please due your duty and represent the citizens of Reno.
- U.P. should be required to pay for the rail tunnel- NOT THE TAXPAYERS

Signature Heather Gaulding

Street 1250 N. Brookfield

City Reno State NV Zip 89503

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Lorna Greenhaw Phone 702-827-5766 Date 10/9/97

Organization & Title (if applicable) _____

Address 498 Lakeside Dr

City/State/Zip Reno, NV 89509

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

This study does not seem to address:
1) Many trips through town. Your mention of 1.98 min/per loss it be for 1 train delay - not 13 or 25 or more
2) If length of train extends, your figures would be most
3) 5 year study is too short - the greatest impact will be in the years to come.
4) Economic effect on the downtown area
5) Health danger from blocked access for ambulance and/or passenger

An environmental impact study should be done

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 9:58:59 am
FD #32760 RL.04

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-19-97 1:24:11pm
FD#32760 RL,04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room [illegible] Washington, DC 20423.

STB: My name is Jim Gregg and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I feel that with the dramatic increase in rail traffic this merger will bring to the immediate downtown area, the railroad should bear the burden of costs involved by dropping the tracks below street level. Without this relocation the Railroad will certainly cause major increases in noise pollution and accident rates. There is no reason that Reno should bear the costs of this track relocation.

RECEIVED
OCT 0 1997
STB

Signature J. M. Gregg
Street 14150 Saddlebow DR.
City Reno State NV Zip 89511

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Roger W. Grider Phone/Fax 322-4253

Organization & Title (if applicable)

Address P.O. Box #6654

City/State/Zip Reno, Nev. 89513

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

The peple of Reno, Nevada need to stop the ~~Rea~~ Railroad, From what they mite get away with! We dont need (38) or 40 Trans going thaw the Reno area, blouck the Firetruck and police, ~~or~~ outher cite car from doing their Job's. The Railroad takes up so! mouch time all ready, and we pay etout tax on thing already now so why should we pay for the Railroad?

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14-97
DOCUMENT # 10-16-97 1:30:41pm
FD#32760 RL.04

*(If necessary please continue your comments on the other side)*

CENTRAL ACTIVE UNIT
REC'D: 10-17-97
DOCUMENT: 10-20-97 11:59:36am
ID#32760 RL.04

RECEIVED
OCT 17 1997
MAIL
MANAGEMENT
STB 7

STB: My name is Kathleen Grinsell and these are my comments regarding the primary - Preliminary Mitigation Plan issued September 15th. My primary concern is the lack of concern for the people of Reno,

- No proven evacuation plan -
- Limiting access to a Regional Medical Center (Saint Mary's) This could cause delays in treatment - loss of life.
- The railroad must limit transportation of hazardous waste thru this populated area
- The Environmental impact of this has not been evaluated.
- The railroad stands to make billions in this merger - They should be responsible for all costs in Depressing the trainway - for the future of Reno.

Thank you

Kathleen M Grinsell



CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:40:57pm
~~FD~~ #32760 RL.0[illegible]

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Matt Grinsell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

① Please do more to address the Environmental impact of the Union Pacific merger.

② The railroad should pay it's fair share of the cost of the Reno trainway plan.

③ UP should address an emergency notification plan in case of derailment.

Signature Matthew M Grinsell

Street 1715 Sierra Highlands

City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UN
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:14:03pm
FD# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is James P. GROGAN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Union Pacific is the B maker - Reno is the victim -
Please help us - we need to address our 'Quality of Life' We need to ensure the safety of our tourists as well - because the bulk of our casinos is Downtown next to the tracks!

Signature [signature]
Street 5050 Sleepy Hollow
City Reno State NV Zip 89502

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:28:30pm
FD#32760 RL.04

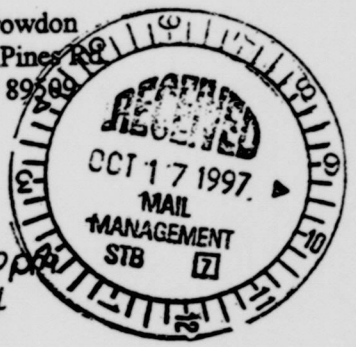
Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is T. G. Grove and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am concerned about 30 mph trains hitting one of many school buses & other vehicles that daily Cross the UP's right of way with tragic results. Please lower the tracks. Thank You.

Signature [signature]
Street 1625 Hancock Dr.
City Reno State NV Zip 89523

Marcia Growdon
840 Twin Pines Rd
Reno, NV 89509




October 6, 1997

Office of the Secretary
Surface transportation Board
Finance Docket 32760
1925 K Street, NW, Room 700
Washington, DC

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 12:07:10
FD#32760 RL04

ATTENTION: Elaine Kaiser, Chief Section of Environmental Analysis

Dear Ms. Kaiser:

I am writing concerning the UP/SP Railroad merger and the issues surrounding it having to do with train movements through Reno, Nevada.

The risks associated with dramatically increasing the number of trains through Reno are many. Increased numbers of trains place pedestrian and vehicular activity in much greater jeopardy. Moreover, the passage of that many trains poses critical public safety issues, having to do with fire (and we just had a dramatic one), ambulance access and police presence.

To solve the train traffic problem by doubling the speed of trains to 30 mph in the downtown area in order to move more trains through in the same time as the present number of trains is **outrageous**! All it does is ratchet up the number of hazards and safety issues.

I will be the first to admit to you that this community should have lowered the wretched tracks twenty years ago. But for a complex number of reasons, it didn't happen. Now, it has to happen. The trains cannot race across this town at surface level anymore. The problem is probably not entirely UP's, but it was their decision to merge and their decision to vacate their Feather River Line which carried all this extra traffic. For the STB to permit Union Pacific to get away with some namby-pamby solution that leaves the tracks in place amounts to murder – will become murder, as the number of accidents increases and as emergency vehicle access is cut off.

I have sat and waited interminably for trains to go through all too many times in the last twenty years. The vehicular mess they create is staggering – and the human reaction to the delay is becoming less and less rational. More trains, longer trains, greater speeds – a formula for an unimaginable nightmare!

**Make good choices, demand high quality performance – and make UP use the Feather River Line – or some other line – until they and the City of Reno can figure out how to lower the tracks AND actually get the job done!**

Sincerely,

October 7, 1997




Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW Room 700
Washington, DC 20078-5646
Attention: Elaine K. Kaiser
Chief, Section of Environmental Analysis

Dear Ms. Kaiser:

Never, never will the gridlocks, intersections backups and other surface traffic problems be corrected until the railroad tracks are depressed from approximately Wells Avenue through Keystone Avenue, permitting street level crossing for all of the streets mentioned. This is a foregone conclusion.

There are benefits accured to the railroad, cities of Reno and Sparks and County of Washoe, it is critical. Lets bring the interested parties to the conference table and resolve the problem.

Millions and millions of taxpayer's dollars have been spent over the years and the traffic problems are still with us. If anything, things have gotten worse.

Sincerely,

Marshall A. Guisti

945 Urban Road
Reno, Nevada 89509
(702) 826-3829

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-20-97
DOCUMENT # 10-21-97 6:28:47pm
FD#32760 RL.04

cc: Jeff Griffin
Mayor of Reno

ATT. MS. ELAINE K. KAISER:

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is MARSHALL A. GUISTI and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. I WANT TO EXTEND TO-12 YOU AN INVITATION TO VISIT RENO TO SEE FOR YOURSELF HOW CRITICAL THE TRAFFIC PROBLEM IS. I NEED TO SCHEDULE ADDITIONAL LONGER AND FASTER TRAINS (14 OR MORE) THE SCENARIO IS PRETTY BAD. PLEASE HELP US.

P.S. SHOULD YOU decide to visit RENO I EXTEND MY INVITATION TO YOU to be my House guest.

Signature Marshall A. Guisti

Street 4415 URBAN ROAD

City RENO State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-20-97
DOCUMENT # 10-21-97 5:42:43pm
ID#32760 RL.04

# Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct
DOCUMENT # 10-16-97 4:02:48pm

**UP/SP Merger**
**Reno Mitigation Study** FD#32760 RL.04

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Lyla Gunn Phone 702 673-1943 Date 10 - 9 - 97

Organization & Title (if applicable) _____

Address 3915 Clearacre #147

City/State/Zip Reno NV 89512

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

My main concern is the environmental safety. If indeed, the trains begin transporting nuclear waste and an accident would occur we ~~maybe better protected by~~ need to know the impact. How can we best prevent this problem? This is only one of the environmental impact problems and I do not see enough research to base solutions.

In reference to downtown, I believe it to be the city's and RR's good interest to depress the RR. The city

(If necessary, please continue your comments on the reverse side.)

benefits from less noise ~~pollution~~ and accident potential effecting tourism and of course any locals effected). air pollution etc. all of which have been already stated other places. The RR can benefit through speed reduction not being necessary and accident cost not being added to by lawsuits, and ~~maybe less accidents~~ only derailments would or other Train problems be problems occuring underground. I do not see why ~~etc~~ the biggest percentage of cost must be picked up by the citizens, therefore, without a more equal cost share we must ditch this solution, unless research (as below) demands Tier 2 mitigation.

(Again, the environmental impact must be the largest percentage of the decision to demand Tier 2 mitigation or to accept Tier 1 mitigation.

I thankyou for setting up these meetings and your time in giving us your ear.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:05:41 pm
FD #32760 RL.04

---

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Gini Ann Hahn and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Gentleman:

Please ensure that the railroad is required to do more than run trains faster to compensate for more & faster trains: at least two overpasses. Thank you.

Signature Gini Ann Hahn
Street 3608 Bay Leaf La
City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:11:02pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Peter H. Hahn and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

STB report is unrealistic and does not address public safety and quality of life issues. An Environmental Impact Report must be completed before any final plans are formulated. The railroad must pay to mitigate the damage caused by increased traffic.

Signature Peter H. Hahn

Street 3608 Big Bend Lane

City Reno State NV Zip 89509



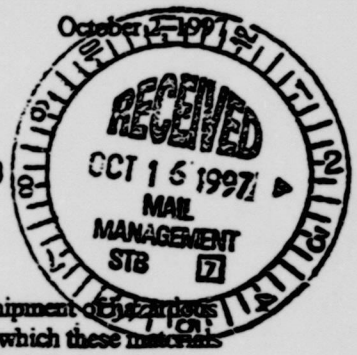
Larry & Emma Hall
2650 Knob Hill Dr.
Reno, NV. 89506



October 2, 1997

Community Relations Division
Office of the Manager
Attn: Railroad
P.O. Box 1900
Reno, NV. 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:36:55pm
FD#32760 RL.04




It is apparent that the merger of Union Pacific and Southern Pacific R.R.'s will allow shipment of hazardous materials throughout a large portion of the western United States. The routes through which these materials will pass traverses some of the most scenic country in the United States. Such an impact definitely should require the submission and approval of an EIS. The recommendation that trains be allowed to travel at higher speeds through Reno is ludicrous !! The Justice Dept. should be requested to investigate the procedures under which the Surface Transportation Board was created.

The abuse of position and authority involved with the UP & SP merger and creation of the STB are what destroys the public's trust in government.

Yours for Better Government

Larry L. Hall

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 [redacted]
6:56:25 pm
FD#32760 RL-04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is ERIC HANSEN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

THE STB SHOULD DO MORE TO ADDRESS SAFETY & QUALITY OF LIFE CONCERNS.

AN ENVIRONMENTAL IMPACT STATEMENT SHOULD BE CONDUCTED PRIOR TO ANY TRAINWAY PLAN BEING IMPLEMENTED.

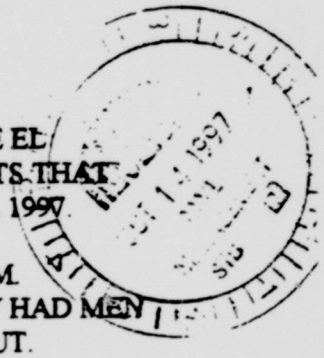
U.P. SHOULD NEGOTIATE IN GOOD FAITH & PAY ITS FAIR SHARE.

Signature Eric Hansen

Street 905 UNIVERSITY

City _____ State ___ Zip ___

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 5:05:45pm
FD#32760 RL04



I WAS THE U.P. YARDMASTER ON DUTY THE AFTERNOON THE EL DORADO WAS ON FIRE AND THIS IS MY ACCOUNT OF THE EVENTS THAT TOOK PLACE. THE TIMES ARE APPROXIMATE ON SEPTEMBER 30, 1997.

1905: RECEIVED PHONE CALL FROM OFF DUTY ENGINEER TOM M. WHO SAID THE EL DORADO WAS ON FIRE AND THAT THEY HAD MEN AND EQUIPMENT ON TRACKS TRYING TO PUT THE FIRE OUT.

I HAD THE 2MOARO-28 CALLED INTO SPARKS FOR 1915. AS SOON AS I HAD THIS INFO, I WASN'T GOING LET ANY TRAINS OR RAIL TRAFFIC THRU RENO, UNTIL I CLEARED WITH RENO FIRE OR POLICE DEPT.

1907 CALL TRICK DISPATCHER TO MAKE SURE 2MOARO-28 STOPPED AT KEYSTONE, UNLESS IT CLEARED BY UP SPARKS YARDMASTER

1909 CALLED CHIEF DISPATCHER AND INFORMED HIM OF PROBLEM.

1910 RECEIVED PHONE CALL FROM OFF DUTY ENGINEER RON C. SAME INFO.

1912 CALLED OUR MAINTENANCE OF WAY SUPERVISIOR AND TALKED TO HIS WIFE , WHO CALLED MARK G. WHO IS A TRACK SUPERVISOR.

1914 I CALLED RENO FIRE DEPT. NON-EMG. NUMBER NO ANSWER

1915 I CALLED RENO PD DEPT. NON-EMG. NUMBER. I TALKED TO DONNA. EXPLAINED WHO I WAS. ASKED IF SHE WOULD LIKE TO HOLD ALL TRAINS GOING THUR RENO. SHE SAID, OH! I FORGOT TO CALL THE RAILROAD.
I ASKED TO SPEAK TO HER SUPERVISOR MS KELLY ODOM, WHO WAS BUSY OF COURSE.
I TOLD DONNA I WOULD HOLD ALL TRAINS AND RAILROAD EQUIPMENT OUT OF RENO UNTIL I GOT THE ALL CLEAR.

1935 MARK G. OF MAINTENANCE. OF WAY CALLED ME AND CONFIRNED TO RUN ANY RAILROAD EQUIPMENT THRU RENO. I ASKED IF HE WOULD CALL ME WHEN IT WAS ALL CLEAR. HE SAID HE WOULD

1941 MARK G. CALLED ME BACK AND SAID IT WAS ALL CLEAR.
I ASKED IF I COULD TALK TO INCIDENT COMMANDER. HE PUT MR. GLAZNER ON THE PHONE AND AT 1942 RELEASED THE TRACK

1955 MS KELLY ODOM, CALLED ME FROM RENO PD DISPATCH. AND SAID THAT SHE HAD CALLED THE 1-800 NUMBER. I ASKED WHY SHE DIDN'T CALL THE UP SPARKS TOWER. NO ANSWER.
I ASKED HER IF SHE KNEW THAT TRACKS WHERE CLEAR AT 1942.

10-1 SHE DIDN'T. THE NEXT DAY I CALLED THE RENO GAZ. EDITOR AND SHE DIDN'T WANT TO HEAR MY STORY AT ALL..

I CALLED THE CHANNEL."8" TV STATION AND GOT THE SAME RESPONSE. I HAD THE FEELING THAT NEITHER OF THESE NEWS AGENCIES WANTED TO HERE THE REAL STORY.

THURSDAY: I RAN INTO A FRIEND OF MINE AND HE SAID HIS BOSS WAS NOT INTERESTED IN THE RAILROADS SIDE OF THE STORY.

THEN TUESDAY OCTOBER 7, 1997, AT 2300 NEWS CHANNEL 4, DID A STORY
ABOUT A STAGED ACCIDENT THAT INVOLVED THE RAILROAD TRACKS IN DOWNTOWN RENO. OF COURSE THEY NEVER MENTIONED THAT FACT THEY COULD CALL HAVE THE RAILROAD GET THE RAILROAD TRAFFIC STOPPED. BY CALLING THE LOCAL NUMBERS ASAP.

THESE TIMES ARE CLOSE AS I CAN RECALL.

THIS EVENT HAS MADE WE REALIZE THAT OUR LOCAL NEWS MEDIA IS NOT INTERESTED IN THE WHOLE STORY. THE ARE ONLY AFTER WHAT SELLS NEWSPAPERS AND AIR TIME. WHO BUYS MORE ADVERTISING UP RAILROAD , CITY OF RENO OR CASINO INDUSTRY?
IF YOU PRINT OR AIR THIS I WILL BE SURPRIZED.

SORRY FOR THE PEOPLE OF RENO.

UNION PACIFIC RAILROAD
MICHAEL HARDISTY,
UPRR, SPARKS YARDMASTER.
#1 SOUTH PYRAMID WAY
SPARKS, NV 89431
702-356-2623 TOWER



HOME
Michael & Linda Hardisty
9610 Passa Tempo Drive
Reno, Nevada 89511

702- 851- 3223

September 25, 1997

Surface Transportation Board

Dear Board Members:

It is appalling to think that your organization recommends for the city of Reno a new railroad speed limit of 30 mph as a solution to the new problems that the UP merger deal creates. To increase the speeds for more trains per day, which have more cars per train, which contain even greater quantities of dangerous materials, and travel through a busy, crowded, and vibrant downtown area seems nonsensical. I have stood downtown at the railroad tracks, along with hundreds of tourists during busy Reno weekends, and waited as a 20 mph train passed by. The last thing I experienced was a feeling of safety. In reality, if the tracks remain in their present configuration, the speed limit should probably be **decreased!**

The well-being of our people is a major concern. Equally important should be the concern for the well-being of our environment. The new environmental effects created by the merger are great in scope. Obviously, the entire Truckee River corridor is at greater risk. **An environmental impact statement should be mandatory!**

Sincerely,

Mike Hart

Mike Hart

4775 Summit Ridge #2104

Reno, NV 89503




CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:58:55 pm
FD#32760 RL04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:32:28pm
FD#32760 RL.04

-- ov --

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Mo HARUN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

RENO ALWAYS GET'S THE SHAFT! LET'S STOP THE R.R. FROM STEPPING ON US WE HAVE A BEAUTIFUL CITY.

Signature Mo HARUN
Street 6106 WHITE WATER WAY
City RENO State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 7:00:01pm

FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is GEORGE HATJAKIS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1) UNION PACIFIC / SOUTHERN PACIFIC MUST PAY FOR LOWERING TRACK THROUGH THE DOWNTOWN RENO CORRIDOR. FULL COST LESS ANY VALUE CREATED IN "AIR" SPACE IN CITY CENTER. JUST DO IT. THANK YOU - IT'S THE "RIGHT THING"

Signature [signature]

Street 2116 THOMAS JEFFERSON

City RENO State NV Zip 89509

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423

STB: My name is Despina Hatton and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

My family & I are opposed about the merger by UP. If it is approved they should be required to put a depressed trainway thru downtown Reno.

Thank you

Signature Despina M Hatton

Street 3945 Sour Dough

City Reno State NV Zip 89504

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-8-97 10:50:08am

[illegible] .04

[illegible] complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington, DC 20423

STB: My name is KARAN HAW and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Put the trains underground, or move them around the Reno Sparks Area. It's to dangerous as it is, only will be worse with [illegible] trains. My husband & I have medical problems & would probably die if we couldn't get to the hospital - As far as toxic waste passing through our city, that's so stupid I can't believe your contemplating it.

Signature Karan Haw

Street 1[illegible] Monica Court

City Sparks State NV Zip 89436

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97.
DOCUMENT # 10-8-97 11:29:36am

FD# 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:30:10pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is KAREN HAYES and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Don't rush into plans before you hear all public opinion on the matter; it could cost you valuable resources if you do.

Signature [signature]
Street 1865 SIERRA HIGHLANDS DR
City RENO State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:37:49pm
FD#327L-D RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Jann Hehn and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am concerned, and want more environmental studies done. Extremely concerned with E.M.S. Response - We need an overpass / underpass. immediately!

Signature Jann Hehn
Street 3408 Rauscher Dr
City Reno State NV Zip 89503

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-19-97 1:31:08pm
FD#32760 RL.04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Jeff Hemstad and these are my comments regarding the Preliminary Mitigation Plan issued September 15th

We DONT NEED MORE TRAIN TRAFFIC THRU Reno, we need less! We already pay more for gasoline than most others due to the unique geography here. Now the people of Reno will have to subsidize the UP merger through higher gas prices.

Signature Jeff Hemstad
Street 7360 Spring Vale Cr.
City Reno State NV Zip 89503

RECEIVED
OCT 10 1997
STB

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW - Room 700, Washington DC 20423

STB: My name is MR. William A. HENDERSON and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

UP RECENT SAFETY RECORD IS EXTREAMLY POOR. RECENT ARTICALS IN NEWS PAPERS, MAGAZINES AND TV HAVE STATED THAT UP CREWS, DISPATCHERS AND YARD PERSONEL ARE EXTREAMLY OVERWORKED AND FATIGED WHEN THEY RETURN TO WORK. UP SHOULD NEGOTIATE WITH THE CITY of RENO AND PAY for AT LEAST 50% of COST to DEPRESS THE UP TRACKS IN RENO/SPARKS, NV. UP HAS BIT OFF MORE THEN THEY CAN CHEW! W.A.H.

Signature Mr. Wm. A. Henderson

Street 3606 NEIL ROAD #192

City RENO State NV Zip 89502

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 12:07:03pm

FD# 32760 RL 04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW - Room 700, Washington DC 20423

STB: My name is Judith Hepburn and these are my comments regarding the Preliminary Mitigation Plan issued September 15th 1997.

Union Pacific [illegible] enormous. They must be [illegible] a larger percentage [illegible] will be which [illegible] environmental [illegible] done. Safety [illegible] The noise [illegible] disruption must be minimized. It is getting worse [illegible]

Signature Judith Hepburn

Street 1125 Riverberry Dr.

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:36:51 pm
RL.04 FD#32760

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:49:42pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is George H. Hess and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

As a physician I am very concerned about the public safety and the threat ~~this~~ the increase number and speed of trains poses for our county. Auto and pedestrian / train accidents will have increasingly severe injuries and fatalities. Obstruction of fire and ambulances poses a Threat to our health.

Signature George H. Hess

Street 4250 Juniper Creek Rd.

City Reno State NV Zip 89509

From: AGC To: P.E., ROY HIBDON

Date: 10/8/1997 Time: 10:40:02 PM

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:34:24pm
FD#32760
RL.04

# Comment Sheet
# UP/SP Merger
# Reno Mitigation Study

**ENVIRONMENTAL DOCUMENT**

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study:


Name: Roy H. Hibdon, P.E.
Phone/Fax: (702) 323-4801/(702) 323-1020
Organization & Title (if applicable): Roy H. Hibdon, Civil Engineering Consultants, Ltd.
Address: 1479 S. Wells Ave, Suite No. 15
City/State/Zip: Reno, NV. 89502


Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

The City of Reno should not cave into the STB or Railroad in accepting the "lowering of the tracks" in a channel in the existing right-of-way. The City should stick to its stance on relocating the railroad as earlier proposed. The cost difference should not be used as a reason to choose the trench over relocation. There are many more reasons to justify Relocation as the best choice, other than initial capital cost. Granted the Railroad was probably here first and the City grew up around it, however the City should agressively pursue "Relocation" as the preferred choice. The City of Elko had a vision of "Relocation" several years ago and agressively pursued it to completion, and successfully. Fighting never resolves anything. Creativity and resolve to pursue whats best for the City should be the overiding goal to achieve.

(If necessary please continue your comments on the other side)

Roy H. Hibdon
10/9/97

F:\WP\GENCORR\ENWTTRN.WPD

10/08/97 22:45 TX/RX NO.4857 P.002

Please complete and return this coupon to the Surface Transportation [illegible] of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, [illegible]

STB: My name is George Hicks and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I Fine that the City of [illegible] Going over Board. Trying to Get [illegible] for a problem they Have No attendant for years To Myself Being from the midwest What Reno Needs What Has Been Proposed. They Need 2 new over Passes and Two under Passes for the Railroad And

Signature George T Hicks

Street 1698 Cloverleaf Dr

City Sparks State NV Zip 89434

This Will Resolve most of these Problem. The Words I Have Heard about this is the the other Scope Will Use these & Then Will Be Blocked the

OCT 1 1997 MAIL MANAGEMENT

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-27-97 5:27 p.m.

[illegible]

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 F 6:20:33pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is EDWARD L HIGGINS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. RAILROAD PROVIDE MORE MONEY FOR PROBLEM-UNDER NO CIRCUMSTANCE CARRY ANY HEARDOUS WASTE ESPECIALLY NUCLEAR MATERIALS NO SPEEDING TRAINS. IF THERE IS ANY GOVT SUBSIDES FOR THE RAILROAD USE THEM TO HELP DEFRAY COSTS. CONDUCT A COMPLETE ENVIROMENTAL STUDY

Signature Edward L. Higgins
Street 1660 JACKSON PLACE
City RENO State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 1:30:49pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is David Wm. Thetick and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Tracks through Reno should be lowered + railroad should pay at least ½ of cost.

Signature David Wm. Thetick
Street 1245 Palisade Dr.
City Reno State NV Zip 89509

LIFE IS A TERRIBLE THING TO WAIST
I PRAY WE ARE NOT ~~[illegible]~~ SPINNING our wheels here.

# Comment Sheet

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 2:08:30pm
FD 32760 RL 04

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name BROOKS HOFFMANN Phone _____ Date 10/9/97

Organization & Title (if applicable) CORRECTIONAL OFFICER TRAINE

Address P.O. BOX 23

City/State/Zip LOVELOCK NEVADA 89419

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

I am FROM THE BIG MEADOW'S

① I am Personally conserned about the increased Train Traffic. I have seen many people ride "Hobo" STYLE" CARGO TRAINS. * I CC HAS NOT HAD ANY ESCAPES. BUT BECAUSE THE STATE PRISON IS VERY CLOSE, THE potential CHANCE FOR A POTENTIAL INMATE TO ESCAPE, BY HAVING A LONGER TRAIN, WITH (ONLY TWO PEOPLE) LESS PEOPLE opperat opperating the Train, with a higher frequen is increased. ② also THE RYE PATC

(If necessary, please continue your comments on the reverse side.)

RECREATION area - THE GREATEST SINGLE TROPHY FISHING IN THE U.S. HAS A ~~is in~~ greater danger of IF THERE IS A ACCIDENT. THE PERSHING

(3) COUNTY IS ALSO MADE UP of AGRICULTURE, with the HUMBOLT RIVER actually going under the TRACKS AND BY THE TRACKS. IF THERE IS A SPILL THE AGRICULTURE community would ~~possible~~ suffer.

(4) ALSO EVERYONE IN "SMALL" LOVELOCK HEARS THE TRAIN WHISTLE FROM EVERY POINT IN THE TOWN. THERE ARE MANY TOURIST ARE AND MOTEL BRING OFF. THE CAPITOL OF PERSHING COUNTY IS ABOUT A SQUARE MILE. THIS IS A VERY PEACEFUL TOWN. INCREASED TRAIN NOISE will DECREASE THE QUALITY OF LIFE.

(5) I have seen many people drive around the approx 2 DOZZEN railroad tracks when the GATE IS DOWN, there is a greater chance of loss of life. ~~I have~~ per population in OURS me con

(6) VIBRATION FROM MORE OF the TRAINS MAY CAUSE MANY OF THE OLD ~~[illegible]~~ CONCRET

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name BROOKS HOFFMAN Phone _____ Date 10/19/97

Organization & Title (if applicable) _____

Address P. O. BOX 23

City/State/Zip LOVE LOCK NEVADA 89419

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

AND ROCK BUILDING TO SUFFER STRUCTURALL DAMAGE. A IMPACT STUDY SHOULD BE DONE TO SEE POTENTIAL DAMAGE

(7) ALSO THERE IS A EARTA QUAKE FALT CLOSE BY, AND WITH THE ADVENT OF NUCLAR WAIST AND MORE HAZARDOUS MATERIALS COMING THREW TOWN. THERE IS A CHANCE FOR PROBALLY CATASTR

ALL OF THESE CONCERNS SHOULD BE ADDRESSED TO THE COUNTY PERSONAL COUNTY AND THE CITY OF LOVELOCK. BY THE RAILROAD. FOR THE LAST TWO MONTHS I HAVE SEEN NOTHING HAS BEEN SPOKEN OF THE MERGER BY THE LOCAL NEWSPAPER—

(If necessary, please continue your comments on the reverse side.)

WHO HAS ~~HAS~~ THE RAILROAD CONTACTED. ~~ANY ONE~~ IN OUR CITY OR OR COUNTY OF THE PROPOSED MIRGER

WHAT COMMUNITY INPUT HAS THE RAILROAD GIVEN TO OUR COMMUNITY. or other left out communities DID THE RAILROAD NOT WANT FOR ~~ou~~ OUR CONSERNS TO BE EXPRESSED?

OUR ~~WE HAVE A~~ FREEWAY IS ELEVATED FREEWAY THAT DOES NOT EFFECT OUR CITY.

Would you ~~come~~ please build a elevated RAILROAD TRACK THREW OUR CITY, WHICH IS LESS THAN A MILE. — WE HAVE NUMEROUS UNGATED RAILROAD CROSSINGS AND PRESENT A LOCALIZED ENVIRONMENTAL IMPACT STUDY & ECONOMIC

I personally invite this committee to come to the ~~TIE THE COMMON BONDS~~ CITY OF LOVELOCK The capitol. PERSHING COUNTY ~~AND OTHER "LEFT OUT COMMUNITIES"~~ AND TIE THE BONDS OF HUMANITY, ~~and~~ to prevent ~~discord~~. discord, & Litigation.

THE HUMAN Body may be able to withstand a 20 mph impact. BUT IT CANNOT WITHSTAND 30 mph Impact.

Is it possible to put a ~~human~~ energy absorbing cow catcher or ~~high~~ High energy absorbing device in the Front of the ~~lead~~ locomotive?

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 10 1997

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name GARY HOKENSON Phone/Fax 702-359-8387

Organization & Title (if applicable) AL NEV VETERAN HOUSING CENTER/REALTOR

Address 562 E. PRATER WAY

City/State/Zip SPARKS NEV 89431

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

I HAVE FOLLOWED THIS ITEM IN THE PRESS AND WAS A MEMBER OF THE ORIGINAL, TAPED, STUDY GROUP. I AM CONSIDERED A "FRIEND OF THE RAIL ROAD" IF RENO WANTS TO SEE LOWERED TRACKS AT WORK GO TO SPOKANE, WASH THEY ARE GREAT!

THE RAIL ROAD SHOULD PAY A FAIR SHARE, UP TO BUT NOT MORE THAN 1/3 OF THE COST.

RENO HAS BEEN MY HOME FOR 12 YEARS, ALL RENO DOES IS BITCH AND COMPLAIN AND WASTE MONEY (GRAFT?) ON STUDIES.

RENO NEEDS TO SHUT UP AND START DIGGING USE COMPETITIVE BIDS INSTEAD OF SWEET HEART DEALS AND LOOK TO THE FUTURE

(If necessary please continue your comments on the other side)

Gary Hokenson

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 12:10:16 pm
FD#32760 RL.04

# Comment Sheet

FD#32760 RL.04

UP/SP Merger
Reno Mitigation Study

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct. 7, 1997
DOCUMENT # 10/14/97 2:39:34p

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Kay Holjes Phone/Fax (702) 829-9571 / same

Organization & Title (if applicable) _____

Address 6506 Brookview Cir.

City/State/Zip Reno NV 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Our city neither asked for nor desires increased rail traffic. It will create both safety + pollution problems of tremendously increased proportions.

① Union Pacific should bear the cost for depressing the railway through the most congested part of the city

② It is urgent that an environmental impact study be conducted by a group without ties to the railroad or the city, + that their recommendations be seriously studied prior to implementation of any action.

③ Safety + pollution issues must be solved.

Thank you,
Kay Holjes



*(If necessary please continue your comments on the other side)*

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 22 1997
MAIL MANAGEMENT
STB 7

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name P. E Holme Phone/Fax (702) 325-3009

Organization & Title (if applicable) H.H.P. (Washoe Wed)

Address 400 Wells

City/State/Zip Reno NV.

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

It will a increible in panic to the community and environment To have so many Trains pass to Reno and the Sierras, special with Nuclear waste cargo and potential accidents Atte

P. E Holme

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:51:59pm
RL.04 FD#32760

*(If necessary please continue your comments on the other side)*

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington, DC 20423.

STB: My name is Susan Hoog Fry and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Reno is no longer a small little town. Our traffic patterns take its citizens through downtown. Going through downtown requires negotiating the railroad tracks. I feel depressing these tracks would reduce traffic jams, reduce accidents and improve the look of downtown. Please consider recommending a depressed railroad track through downtown Reno. Thank you.

Signature [signature]

Street 4935 Koenig Road

City Reno State NV Zip 89506

RECEIVED OCT 22 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 4:24:11 pm
GD# 32760 RLC4

*STANFORD L. HOPKINS*
*JUANITA F. HOPKINS*
*1680 LANTANA DRIVE*
*P. O. BOX 1418*
*MINDEN, NV 89423-1418*
*TELEPHONE (702) 782-8557*

September 30, 1997



Ms. Elaine K. Kaiser
Chief Section of Environmental Analysis
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW. Room 700
Washing ton, DC 20423

Dear Ms. Elaine K. Kaiser:

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10-1397 9:59:18am
FD#32760 RL.04

Re: Reno, NV, Railroad Safety
(EKKRENO - D HOPKINS 97)

I am writing in connection with a full page statement concerning this problem in the Reno Gazette Journal of Se[temper 29.

The lowering of the railroad tracks through Reno should have been solved years ago or, at the very least, by an agreement between the Union and Southern Pacific Railroads, at their sole expense, before the merger was approved.

As this has not occurred, I suggest this as the solution at this time.

Cordially,

S. L. Hopkins

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10/14/97 3:43:09pm
#32760 RL.04

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Elton Hopson Phone/Fax

Organization & Title (if applicable)

Address P.O. Box 14266

City/State/Zip Reno, NV 89507

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

The merger of UP/SP was going to happen because of the BNSF merger and poor conditions of SP track and roadbed system which needed millions to be up-graded to efficient and modern railroad standards.

Increased railroad activity through Reno was going to happen, because the route is very strategic, fast, and less hazardous than UP Feather river route, which is subject to flooding and landslides.

The underground proposal that could be built on the existing railroad right of way would be a mistake, for in the event of a flood, the Truckee River will use the lower grade as a raceway for water run-off which would affect local and national commerce. The best solution would be to move the tracks along the I-80 corridor where -grade crossing would be eliminated. The city could remove the current problem of blight which hampers the city by removing the tracks.

The current-right of way could produce revenue via real-estate by building a wonderful boulevard through the area by building and East/West strip, and these proceeds could probably pay for most of the Rail bypass!

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:09:24pm
ID#32760 RL04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Sue Hosking and these are my comments regarding the Preliminary Mitigation Plan issued September 15, 1997.

I think its outrageous that these [illegible] 2-dicker trains could block [illegible] North South crossways throughout downtown Reno - houses could [illegible] and people could die - not to mention the nuclear waste being transported - STOP!! Don't allow it to happen!!!

Signature Hosking

Street 1413 Westfield Ave

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:45:19 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is NANCY HOTCHKISS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. RE: RENO, NV

For the safety of our citizens and tourists, please do not accept any other solution than putting the train tracks below ground through downtown - 20 to 30 more trains/day at 30 mph is dangerous & a detriment to commerce & the environment.

Signature Nancy Hotchkiss
Street 1245 N. Rockdale Dr
City Sparks State NV Zip 89434

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-13-97
DOCUMENT # 10-19-97 12:47:22 pm

FD#32760 RL.04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760, 1925 K Street, NW, Room 700, Washington DC 20423.

STB: My name is JACK C. HOXIE and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

1. THE RAILROAD WAS INTEND BEFORE THERE WAS A CITY OF RENO

2. WHY SHOULD THE RAILROAD + TAXPAYERS PAY FOR THIS PROJECT, HOSPITALS - FIRE STATIONS, ETC ON BOTH SIDES OF RENO

3. THERE ARE

Signature J C Hoxie

Street

City

Jack C. Hoxie
P.O. Box 5985
Reno, NV. 89513-5985

4. THE VOTERS REJECTED BOND ISSUE IN THE 1980's.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:47:57pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Cathy Humphries and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I want to see the train Tracks moved or depressed from Downtown Reno. Tracks should have been moved years ago. Also the City of Reno, County etc should not have to pay the majority of the cost for something we do not want or ask for. This situation with more + faster trains being sent through our town has been shoved down our throats!

Signature Carl Humphries
Street 3230 Sun Cloud Ct
City Reno State NV Zip 89506

EAGLE-PICHER MINERALS, INC.

ENTERED
Office of the Secretary
OCT 16 1997
5 Part of
Public Record

RECEIVED
OCT 16 1997
MAIL
MANAGEMENT
STB 7

October 9, 1997

Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-17-97 2:49:47pm
FD#32760 RL.04

Dear Sirs,

Please consider the following comments in your preparation of the Final Mitigation Plan of Finance Docket No. 32760 as they relate to the Reno Mitigation Study and the Preliminary Mitigation Plan (PMP).

As an alternate representative to the Reno Mitigation Study Task Force, I felt very frustrated with the direction, tone and velocity of this study. The meetings were argumentative and had many hostile undertones. Most attendees were so determined to be heard that they didn't spend any time listening to the issues and concerns of others. Several members would often interrupt other people's comments. The prevailing attitude of demanding to be heard kept the meetings moving at a snail's pace. I am not certain the outcome justified the time and money spent to generate it. I have addressed three areas of concern below that prevented us from producing any quality mitigation measures.

Management of Task Force Meetings

The Section of Environmental Analysis and its third party contractor (SEA) often conducted themselves as if these proceedings were merely a formality and that the outcome had been predetermined. The City of Reno (City) asserted on numerous occasions that their requests for information were either not answered adequately, or in some instances, not at all. SEA responded to these assertions with non-answers such as "We'll look into it" or "Send us your request again and we'll see you get the information." I got a strong impression that SEA hoped to drag its feet long enough so they wouldn't have to respond. Their leadership in guiding this group to a viable



A Wholly Owned Subsidiary of Eagle-Picher Industries, Inc.
6110 Plumas Street, Reno, Nevada 89509, P.O. Box 12130, Reno, Nevada 89510, Phone (702) 824-7600, Fax (702) 824-7601

TB FD ● 32760 2-11-98 K ● 28921 19/27

solution was not to be found and as a result, we wandered aimlessly through each meeting and have little to show for it. SEA had a unique opportunity to participate in creating a legitimate win/win result for both the City and the Union Pacific Railroad (UP), but what they did most was sit silently at the head table and let Mike Hemmer (UP) and Mark Demuth (Reno) debate minutia. We spent the first three meetings in 1997 arguing about how many trains were going to be coming through Reno in five years. SEA let hours of debate go on over the length of trains, the speed of trains, the scheduling of trains, and the contents of trains when the Surface Transportation Board (STB) had already accepted UP's five year business plan as a sufficient working document on which to base mitigation. By April, 1997, it was becoming evident that we had little chance of producing any meaningful mitigation measures. When SEA cancelled the August and September Task Force meetings, it seemed that we were participating in a rubber-stamp process. We had taken no votes or polls of Task Force members on any of the possible mitigation options and had not even reached anything that could be construed as a consensus. When SEA produced the PMP, the Task Force had no ownership of any of the recommendations.
The membership of the task force was heavily weighted in favor of the City of Reno, and the numerous representatives of the City and the community used these meetings to cry of the evils of the railroad without doing much to assist in producing a solution. Most would complain about the *issue de jour* and then hold their hands out, waiting for someone else to provide a solution that met their needs. SEA allowed people to comment in an almost free-for-all style, wandering from topic to topic, rather than keeping the group focused and moving towards a productive goal. In this aspect, the City worked against their own best interest by using up valuable time.

The City of Reno's Approach

For the City's part, their incessant and belligerent questioning of each jot and tittle chewed up countless hours that could have been productive. The Reno City Council apparently did not give their representatives the option of discussing alternatives other than the depressed railway option and now, in typical Reno fashion, is berating SEA for not considering other alternatives.
Throughout the mitigation process the City's representatives had not been given permission to discuss grade separations and at the at the Preliminary Mitigation Plan (PMP) Task Force meet-

ing, the City challenged SEA for not considering them. When SEA asked the City if they had since received permission, the response was "no." This pointless verbal jousting characterized most of our meetings.

The City persistently tried to make track relocation to the I-80 corridor the mitigation goal. When it was clear that SEA would not and could not consider that option, the City then hung all its efforts on the depressed railway option. Other than a brief viewing of preliminary engineering drawings for various grade separations, we didn't consider that option.

The city of Reno was awash in propaganda and misinformation produced from several sources. In most instances it was misleading, and in some cases, outright deception. The City spent considerable effort on describing and substantiating the horrific environmental and public safety impacts the additional train traffic would have on our valley. The Reno Gazette-Journal published numerous articles on the Task Force meetings that slanted or inaccurately portrayed the discussions, and knowingly printed wrong information at least once. There was a widely circulated brochure titled "Look out, Reno, you're about to be railroaded!" This brochure, distributed by the City, urged citizens to only accept the depressed railway option. This brochure's deceptions included blaming the UP/SP merger responsible for future nuclear fuel rods being shipped through Reno, increased local air pollution, and increased emergency response times and public nuisance. The City failed to mention in any of its efforts that the UP doesn't have an option to accept or decline hauling the nuclear waste, or that the waste would come through Reno regardless of the merger. When the City repeatedly lamented the environmental and air quality harms, they failed to mention is that nearly every governmental body in the Truckee Meadows, that is, Reno, Sparks, and the immediate Washoe County areas, are pursuing growth with an insatiable lust. We have numerous state and local economic development agencies, chambers of commerce, various tax incentives and recruitment efforts, all working feverishly to draw new businesses into our area. Crying foul about the environmental impacts reeks of hypocrisy. The emergency response times argument may or may not be legitimate. The City has a fire station south of the RR tracks at 2nd & Evans, which is three blocks east of downtown. The City also has a fire station north of the RR tracks at 5th & Morrill, which is seven blocks east of downtown. Wells Avenue, which is grade separated from the RR tracks, passes north-south between these

two fire stations. The brochure complains of increased public nuisance that will adversely affect tourism. There are a great many residents who would argue that the tourists are a nuisance.

Beneficial Interests

There was a brief discussion regarding who should contribute money towards mitigation and how much. The discussion steered clear of considering beneficial interests despite several attempts to put the topic on the table. It seemed that as far as SEA and the City were concerned, the only sources of funds were the UP and taxes. The City looked to the State Legislature for sales tax and room tax overrides to fund a portion of the costs. The City made no public efforts to get the financial support of the downtown business community for any mitigation options. These costs would be borne by local residents and tourists. There were numerous comments regarding the negative financial impact to businesses due to the proximity of the railroad tracks. If the depressed railway was the selected mitigation option, then the downtown business interests will reap a positive financial impact because all train traffic will be affected by mitigation. If the downtown businesses receive a financial gain, then they should share in the cost of attaining that gain. Many Task Force members popularly denounced this concept even as they refused to discuss it.

The City maintains a Home Page on the Internet and there are numerous comments about fairness and doing what is right. If people momentarily set aside what the City says and looks only at its actions, it would appear that fairness and doing what is right fade from view. The City spent a great deal of time and money trying to secure the I-80 corridor option. When that door was closed by the STB, they spent all their efforts pursuing the depressed railway option. The City Council gave no permission to consider grade separations. Both options the City pursued would eliminate most train effects downtown including all traffic considerations, but would have done absolutely nothing for those outside the downtown area.

Conclusion and Suggestions

I think that the only thing that Task Force members could agree on is that most parties are equally dissatisfied with the recommendations. There appears to be very little or no local sup-

port of train speed increases as the principal mitigation tool. I would like the STB consider either of the following options:

1. The preferred choice would be to send SEA and the Reno Task Force back to the table to develop workable funding solutions for the depressed railway. If we employ the City's fairness concept and achieve financial support from the downtown business interests that will receive the most benefit, we will be significantly closer to a solution. If the UP sees the community making an honest effort to produce a solution where all parties come out ahead, I believe they just might be willing to revisit their contribution level. The depressed railway would address all of the downtown concerns and would be a significant improvement in the downtown area. It would create a greatly improved operating, safety and liability environment for UP. There are ways to mitigate the impacts in the west Reno areas that are viable if the Task Force members will shut up long enough to listen.
2. The next best alternative would be to order two or three grade separations to be built. The logical locations would be at Keystone Avenue, Arlington Avenue, and Evans Avenue. The total cost for these three separations would be approximately $65 million. With the $35 million that the UP offered and the $63 million approved by the Nevada State Legislature in sales tax and room tax revenues, there are still funds available to mitigate the merger effects in the west Reno areas. If these separations result in reducing RR traffic impact to below pre-merger levels, then the downtown beneficial interests should be required to contribute and the sales tax be levels reduced appropriately.

There are some very viable and workable solutions that can be developed if all the parties involved would commit themselves to seeking solutions that benefit everyone rather that expending all their energy trying to protect their own interests and losing everything in the process. I hope common sense will prevail.

Respectfully Submitted,

Eagle-Picher Minerals, Inc.

Scott L. Hutcherson

Traffic Manager

Encl: 10 copies

Cc: Merri Belaustegi-Traficanti, City of Reno
Mike Hemmer, UP Railroad
Reno Gazette-Journal

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:29:01pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Paul Hutchings and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I do not appreciate any big corporation who thinks they can say and do as they please. I do not want nuclear waste transported through downtown reno where I live. I would not like to think that an ambulance could not come and help me because of a train. Think of the people who you could be hurting by doing this. I disagree with everything y'all are doing.

Signature Paul Hutch

Street P.O. BOX 13972

City Reno State NV Zip 89507

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:35:34pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Allen R Hutchison and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

It is important that we have the railroad but it is equally important that the railroad take its place properly geographically and otherwise in our city. The railroad has to adjust to growth like anyone else who has been here a long time. They need to be in a depressed Trench way then we don't bother them and they don't bother us.

Signature Allen R Hutchison

Street 2330 Crows Nest Pkwy

City Reno State Nv Zip 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:18:26pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Janet Inda and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I feel if the railroad wants to run twice as many trains they should pay whatever it takes to make it as safe as possible for the citizens of Reno + the surrounding area starting with an Environmental Impact Study.

Signature Janet Inda
Street 1125 W. Plumb Ln.
City Reno State NV Zip 89509

*LISA BAUER INNIS*
*251 SMITHRIDGE PARK*
*RENO, NV 89502*
*702-827-1287*




*October 7, 1997*

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 12:03:47 pm
FD#32760 RL.04

*Office of the Secretary*
*Surface Transportation Board*
*Finance Docket 32760*
*1925 K St. NW, Room 700*
*Washington, D. C. 20423*
*Attn: Elaine K. Kaiser, Chief of*
*Environmental Analysis, Environmental Filing---Reno*

*Re: Federal Report to Speed; up Trains through Reno, Nv.*

*Dear Ms. Kaiser,*

*It is my belief that to speed up the trains though the downtown area of Reno is the most absurd and ridiculous thing I have heard in quite some time. With all the train accidents that have been happening lately, it seems that the train crossings should be put underground though our town. How could your board recommend the speeding up of the trains when they will be carrying hazardous chemicals. What a disaster we would have. Many lives would be lost, not to mention the traffic jams and loss of life because of the emergency equipment that would be delayed.*

*I also believe that your committee has been greatly influenced by the railroad industry and that maybe you should consider the whole picture instead of the special interests such as Union Pacific/Southern Pacific. Lets not be like some of our countries Congressmen and Senators. You know, the ones that wear blinders.*

*I truly hope that you will take into consideration the whole picture.*

*Sincerely,*

Lisa B. Innis

*Lisa B. Innis*

T. W. Irwin
15 E. SKY RANCH BLVD.
Sparks, Nev. 89436-8545




October 9, 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW - Room 700
Washington, D. C. 20078-5646

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:44:22pm
FD#32760 RL.04

Attention: Elaine K. Kaiser, Chief
Section of Environmental Analysis

It is interesting that the City of Reno ( City) and Washoe County(County) continue to encourage growth of the airport, larger runways displacing homes, and bigger and more airplanes with more noise and greater risk of potential disaster. However, when the railroad wants to do the same thing it is bad. The airport growth brings more wealth to the area. Increased rail traffic through the area does little to improve the economics of the community. In the same vein they both the City and County are working to increase the capabilities of the highway system to accommodate more growth, which they continue to encourage at every turn..

I support an equitable solution to the issues raised by the City of Reno(City) relative to the increased rail traffic through the City which may result from the Union Pacific/Southern Pacific Railroad merger.

Perhaps the problems associated with longer ( and even faster) trains and hazardous waste are quite serious and need attention. These appear, to me, to be incidental to the merger. The growth of the rail traffic could have come by other means, and probably would have. Apparently, there is a real economical need for the traffic.

I understand the City is proposing that the railbed ( trainway) be depressed through the heart of the City. I find this a totally unsuitable solution to the problem for the following reasons:

1. The City is prone to flooding of the Truckee River. Depressing the trainway will create a artificial channel which the river will seek during flood stage. This will, of course, prohibit movement of trains but creates other conceivable hazards.

2. Should an accident occur in the depressed portion of the trainway it is possible to conjure up all types of very serious dilemmas, such as hazardous waste, or passengers ( or employees being trapped in this environment).

3. It does not address concerns nor lessen the risk of spills and contamination into the Truckee River, the water supply for the City and the whole of the Truckee Meadows.

4. The management of the construction Project would be horrendous. How can you physically build a subway through town at the same spot the existing rails occupy and not have a big mess and delays. The rail traffic would, probably, have to be rerouted to other rail lines during this period.

Several alternate solutions are offered in descending order of risk:

1. Move large rail traffic to the northern portion of the County with new tracks, paralleling the tracks located in the Black Rock Desert, thence over the Sierras ( maybe through Henness Pass or similar route). This would also by-pass the City of Truckee who must be troubled with the same issue) and divert the major(hazardous materials, etc) traffic away from the water supply ( Truckee River) of Reno and environs. This is very expensive but in a long term 20-50 years probably makes more sense than other solutions. The existing road bed could be retained and used by AmTrak and for local railroad distribution.

2. Move the railway along I-80 Interstate through Reno. This would satisfy the immediate downtown concerns of the City ( and the gaming interests) but would not help a bit with the concerns about the possible toxic or other concerns regarding the water supply of the Truckee river which the current railway parallels. This would be less expensive than No. 1 above from the standpoint of construction but the cost of right of way, due to existing buildings, would be great.

3. Elevate the railway through the City. This would be the least expensive but does little to ameliorate the problems associated with the solution proposed by burying the railbed. Other than the noise and the greater havoc from a major derailment I suggest this would be better in all respects than depressing the railbed.

Sincerely,

T. W. Irwin

SURFACE TRANSPORTATION BOARD
GENTLEMEN:

ENCLOSED ARE TWO PAGES EXPRESSING PERSONAL OPINION CONVEYED TO RENO'S CITY COUNCIL, PRESENTED TO YOU FOR EVALUATION.

ADDITIONALLY; NO ONE HAS AS YET PRESENTED A SCHEME TO BURY THE PASSENGER DEPOT SO AS TO ACCESS AMTRACK IN THE TRENCH BEING PROPOSED. AN IDIOTIC ADJUNCT TO A FLAWED SOLUTION TO RAIL TRAFFIC.

AS TO ENVIRONMENTAL CONCERN FOR AIR QUALITY — NO ONE IDLES AN ENGINE FOR ANY EXTENDED TIME, WITH THE HIGHEST GASOLINE PRICES IN THE NATION TO COPE WITH.

DO RENO A REAL SERVICE AND ADVOCATE CONSTRUCTION OF THE EVANS STREET OVERPASS AND LEAVE THE TRACKS UNTOUCHED.

F.M. IVAN

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 9:24:38am
FD#32760 RL.04

F. M."Fran" Ivan
Commercial/Industrial Division
(702) 827-8886

Reno Realty

690 West Second Street
Reno, Nevada 89503
Fax (702) 688-4887

- ADDRESSING RAILROAD CROSSING CONCERNS -

1- BUILD A 5 LANE OVERPASS ON EVANS ST. FROM 2ND TO 4TH, EXPANDING THE PROJECT LATERALLY TO THE WEST AS NEEDED. DECORATE AND LANDSCAPE SIDEWALLS SO AS TO MAKE OVERPASS AN EYE PLEASING STRUCTURE.

2. BUILD TWO ALL WEATHER, LIGHTED, PEOPLE MOVER ESCALATORS TO WRAP AROUND THE CORNERS OF HARRAH'S CLUB PARKING STRUCTURE; SPANNING THE TRACKS ON VIRGINIA AND CENTER STREETS.

3. CONSTRUCT A 4' HIGH BERM ON BOTH SIDES OF TRACKS FROM WASHINGTON TO WEST STREETS; PLANT 12' TREES IN BERM TO SCREEN TRACKS

4- ALL THE ABOVE AT A COST LESS THAN 1/3 OF A TRENCH THROUGH TOWN. NO DISRUPTION OF EITHER RAIL OR AUTO TRAFFIC WHILE CONSTRUCTION TAKES PLACE.

BEST OF ALL - THE RAILROAD'S #35 MILLION WOULD PAY FOR IT ALL.

Reno Realty
690 West Second Street
Reno, Nevada 89503
Fax (702) 688-4887

F. M. "Fran" Ivan
Commercial/Industrial
Division
(702) 827-8886

- GRIFFIN'S GULCH -

A TWO YEAR DISRUPTION OF BOTH RAIL AND AUTO TRAFFIC TO CONSTRUCT A 2½ MILE LONG EYE-SORE COLLECTOR OF DIRT, TRASH, DEBRIS AND WATER; 6 MILES OF CHAIN LINK FENCE THROUGH DOWNTOWN RENO WITH NO ACCESS FOR ANY CONTINGENCY OR EMERGENCY (A DRUNK IN THE TRENCH) OR FOR MAINTENANCE OF TRACKS.

A CONCEPT THAT IS TOO EXPENSIVE, TOO OBTRUSIVE; WILL CREATE AS MANY PROBLEMS AS IT SOLVES; AND ULTIMATELY MAKE RENO LESS ATTRACTIVE TO ALL WHO VISIT AND A SOURCE OF NEVER ENDING CRITICISM FROM 90% OF RESIDENTS.

MOST RESIDENTS LIKE THE RAILROAD WHERE IT IS; ARE NOT ADVERSELY IMPACTED BY INCREASED RAIL TRAFFIC AND DO NOT SUBSCRIBE TO THE ILL-INFORMED ARGUMENTS FOR THIS FIASCO IN THE MAKING.

Reno Realty
690 West Second Street
Reno, Nevada 89503
Fax (702) 688-4887

F. M. "Fran" Ivan
Commercial/Industrial
Division
(702) 827-8886

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:25:36pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Richard D. Jackson and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

MAKE THE RAILROAD PAY FOR THE DELAYS DROP THE TRACKS TO A TRENCH AS PLANNED A.S.A.P. FOR THE HAVARD!

Signature [signature]

Street 22 EAST

City _____ State ___ Zip ___

CENTRAL ADMINISTRATIVE UNIT
RECD: 10-15-97
DOCUMENT # 10-19-97 3:06:52pm
FD# 32760 RLO

# Comment Sheet

## UP/SP Merger Reno Mitigation Study

OCT 15 1997 MAIL MANAGEMENT

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name T. STEVEN JACKSON Phone/Fax (702) 746-3994

Organization & Title (if applicable) FREE

Address 1585 HAVENCREST DR RENO, NV 89523

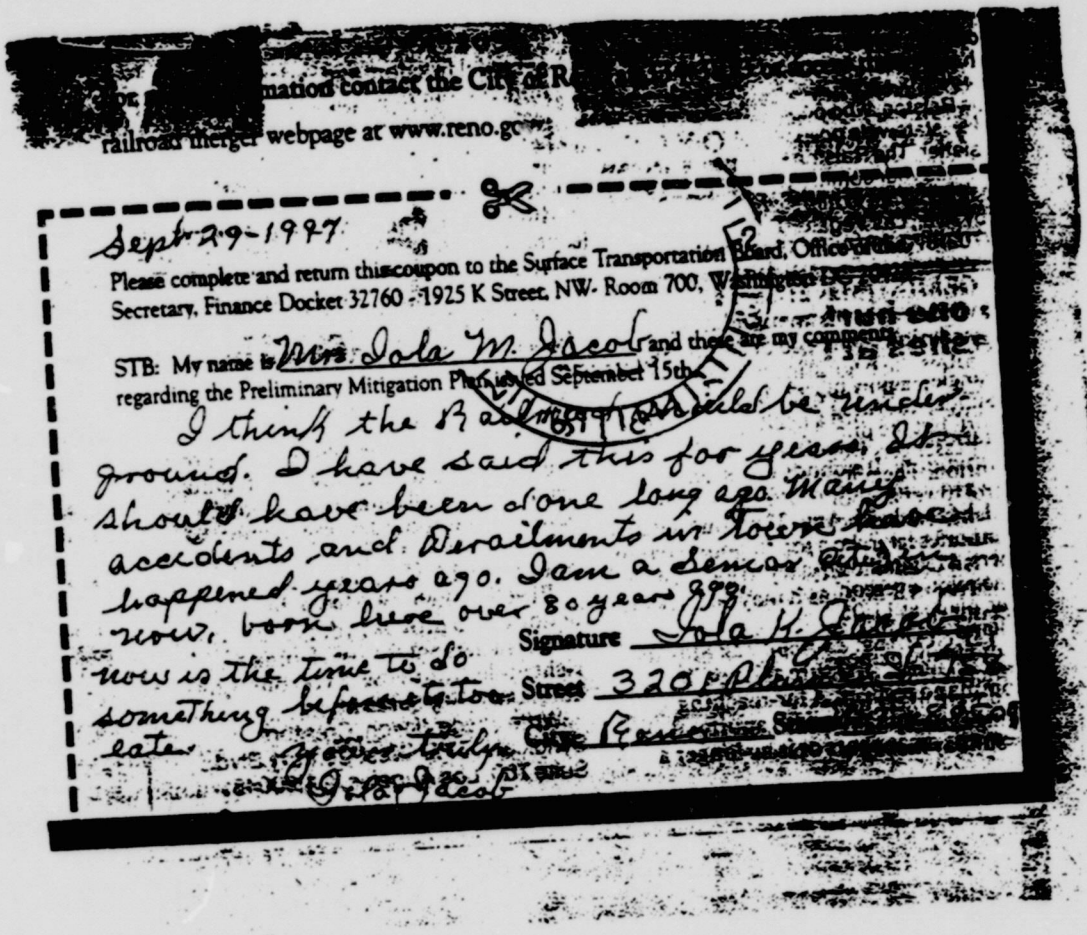
City/State/Zip

*Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

As a resident of Reno, I am very upset with the way the STB has handled the UP/SP Merger. Both my grandfathers worked for S.P. and both would be ashamed. I feel that the responsable thing to do is take the tracks under ground! The sooner we do this and get the cost, the sooner we can get it paid off. UP/SP must meet the city half way on this cost and build a railroad and a relationship on a firm foundation!

(If necessary please continue your comments on the other side)

Thanks
T. Steven Jackson



[illegible] mation contact the City of R[illegible]
railroad merger webpage at www.reno.go[illegible]

Sept 29-1997

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC [illegible]

STB: My name is Mrs. Iola M. Jacob and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the Railroad should be under ground. I have said this for years. It should have been done long ago. Many accidents and Derailments in town have happened years ago. I am a Senior [illegible] now, born here over 80 years ago.

now is the time to do something before it too late.

Yours truly
Iola Jacob

Signature Iola K. Jacob
Street 3201 [illegible]
City Reno

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 11:30:01am
FD # 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 4:41:32pm
FD#32760 RL.04




12 October 1997

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street -- Room 700
Washington, DC 20423

Dear members of the Surface Transportation Board:

We have lived in Reno for 23 years. We cross the railroad tracks daily going to and from work as well as for shopping and cultural events. We hear the trains nightly in our otherwise quiet neighborhood of older homes near the Truckee River. Although we appreciate the history of rail transportation in Reno and the West and we enjoy traveling by train, we are quite concerned about the planned increase in train traffic through Reno. It seems that Union Pacific hasn't paid much attention to potential risks that such traffic will bring, such as large spills of hazardous material in a major urban area. More importantly, there hasn't been much evidence yet that the Surface Transportation Board has listened to anyone besides the management of Union Pacific about this issue. We urge you to do two things: (1) require a thorough, objective environmental impact statement for this plan to increase rail traffic through Reno and other urban areas, and (2) require Union Pacific to pay a much larger share of the cost of depressing the tracks through downtown Reno. Their profits are estimated to increase by 750 million dollars per year as a result of their plans for increased traffic through Reno; in this context, their offer of 35 million dollars toward the total cost of depressing the tracks is simply pathetic.

Thank you for taking our views into consideration.

Sincerely,

Stephen H. Jenkins and Katherine P. Jenkins
1055 Joshua Drive
Reno, NV 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97
Y.D#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is BRIAN JENKS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I FEEL THAT UNION PACIFIC HAS FAILED TO NEGOCIATE IN GOOD FAITH TO PAY THEIR FAIR SHARE FOR THE COST OF NEW TRAINWAY PATHS. IN ADDITION I FEEL IT IS IMPARITIVE THAT AN INVIRONMENTAL IMPACT STATEMENT SHOULD BE CONDUCTED PRIOR TO ANY TRAINWAY PLAN BEING IMPLIMENTED. UNDER U.P.'s CURRENT PROPOSAL PEOPLE WILL DIE AND PROPERTY WILL BE LOST!

Signature [signature]

Street 5810 SHADOW PARK DR

City RENO State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:24:11pm
FD #32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is JOSEPH C. JOLLEY and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I DEMAND THAT AN ENVIRON-MENTAL IMPACT STUDY BE CONDUCTED PRIOR TO IMPLEMENTATION OF ANY TRAINWAY PLAN. UNION PACIFIC SHOULD PLAN FOR RE-ROUTING OR SPLITING TRACKS RATHER THAN FURTHER DIS-RUPTING AND ENDANGERING OUR COMMUNITY FOR THE SAKE OF LARGER PROFIT.

Signature [signature]
Street 5651 CASSANDRA WAY
City RENO State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:32:52pm
ED#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is EDWIN JORDAN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

PLEASE/DO NOT:- 1) SHIP HIGH LEVEL RADIOACTIVE WASTE THROUGH RENO 2) PLEASE/DO BUILD AROUND THE I-80 CORRIDOR SO AS TO NOT DISRUPT TOURISM 3) PLEASE/DO NOT - SPEED UP TRAIN TRAFFIC THROUGH A HEAVILY CONGESTED URBAN AREA SUCH AS RENO. 4) PLEASE/DO - SUBMIT TO AN ENVIRONMENTAL IMPACT STATEMENT 5) PLEASE/DO SHARE MORE OF THE COSTS IF AT ALL FEASIBLE WITH CITY OF RENO

Signature Edwin L. Jordan

Street 13391 MT. HOOD ST.

City RENO State NV Zip 89506-1444

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Louis Jordan and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Seems UP has their dollar amounts backwards - Cap should pay 147 Mil. Reno the other 35 Mil - why should we support their bottom line profit - better yet put them into Chapter 11 and be rid of them forever?

Signature [signature]

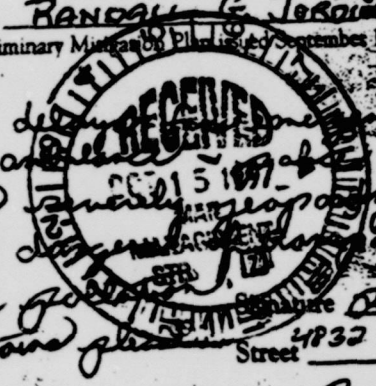
Street 30 MacFarlane Rd.

City Reno State NV Zip 89571

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-27-97 5:21:03pm
FD#32760 RL.04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW - Room 700, Washington DC 20423.

STB: My name is Randall G. Jording and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.



Increased delays for emergency vehicles such as fire, ambulance, safety vehicles. Public safety is severely jeopardized! Also, increased dangers of transported nuclear waste & increased pollution. No more trains please.

RECEIVED OCT 15 1997 MAIL MANAGEMENT STB

Signature Randall G. Jording

Street 4832 Eaglewood Ct.

City Reno State NV Zip 89502

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 5:10:30pm
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-10-97 4:28:45pm
FD # 32760 RL.04

**TOM JOSEPHSEN**
**3333 Spring Creek Circle**
**Reno, Nevada 89509**




September 26, 1997

Office Of The Secretary
Surface Transportation Board
Finance Docker 32760
1925 K St. NW Room 700
Washington, DC 20423

Gentlemen:

The purpose of this letter is to address the merger of Southern Pacific and Union Pacific railroads and the impact of the increased train traffic through Reno, Nevada.

The increase of train traffic creates two major problems. The first, but not the most important, is the fact that the railroad tracks go right though the center of Reno. The increase in trains would increase the traffic congestion on foot or in a motorized vehicle. A main source of Reno's revenue is directly or indirectly from the casinos. If tourists have to constantly wait for trains to pass so they can cross downtown Reno streets, their next vacation could be to one of the many other tourist/gambling sites in the United States.

An option to eliminate the traffic congestion and increased pollution from the vehicles idling as they wait for the train to pass is to place the tracks underground in downtown Reno. This would eliminate the problem at 3 or 4 intersections. The problem is that not only does Union Pacific want Reno to pay the majority of this construction but even if the tracks are lowered that only helps traffic at a few of the crossings in Reno.

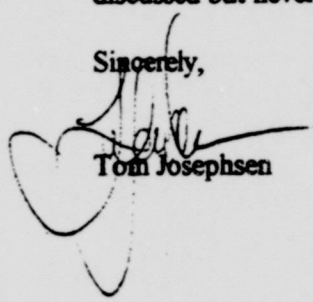
A railroad advocate was quoted as saying it would be easy to eliminate the problem. Double the trains speed, allow them to go through Reno around 35 m.p.h.. I hope this advocate reads in the September 26, 1997 Reno Gazette-Journal that "seven Union Pacific freight cars derailed in Anapra, New Mexico last Sunday spilling materials initially thought to be hazardous."

This leads to the second and most important problem of the increased train traffic through Reno, the danger to our environment. Ignored by the people who supposedly have done an environmental impact study on the merger of Southern Pacific and Union Pacific and the increase in train traffic, is the fact that the Truckee river, that supplies the water for Reno, runs virtually parallel to the train tracks from Truckee, California to Reno, Nevada.

Doubling the number of trains hauling hazardous waste along side the Truckee River, Reno, Nevada's supply of drinking water, is as ludicrous as doubling the speed of trains as they travel through Reno.

The train tracks should have been moved from their current route years ago. Since that was discussed but never done, the last thing we need is more trains on the same route.

Sincerely,



Tom Josephsen

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:36:59pm
FD#32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is ROBERT S. JUDD and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I feel the railroad should pay for the depressed rail. If they bought S.P.R.R. to make more money, they should have to pay for the necessary improvements to the tracks.

Signature [redacted]
Street [redacted] P.O. Box 13924
City Reno State [redacted] Zip 89507

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:44:52pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Don Junell and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Concern by the STB for the safety and quality of life of the citizens of Reno is grossly inadequate, re: The UP merger.

Further an E.I.S. should be conducted prior to any implementation of a freeway plan.

Union Pacific should be required to negotiate with the city of Reno and pay it's fair share of the cost of any freeway plan. Sincerely,

Signature Don Junell
Street 979 Ridgeview Dr.
City Reno State NV Zip 89511

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10/23/97 3:39:33pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is STANLEY KAMINSKI and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

AN ENVIROMENTAL IMPACT STATEMENT IS A MUST. CONDUCTED TO ASSURE A COMPLETE STUDY OF EVERY ELEMENT OF THE ENVIROMENT THAT CAN AFFECT MOTHER NATURE AND ITS INHABITANTS ARE FULLY PROTECTED. A PLAN, IF APPROVED, DOES NOT FULFILL THE REQUIREMENT FOR THE ELEMENTS INVOLVED TO BE STUDIED & EVALUATED. IT REVEALS THAT DOLLARS IS THE ASSESSMENT FACTOR & NOT THE PROTECTION OF THIS AREA & POPULATION.

Signature Stanley Kaminski

Street 400 Kilbarne Ave

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-19-97 1:22:00pm
FD#32760 RL 04

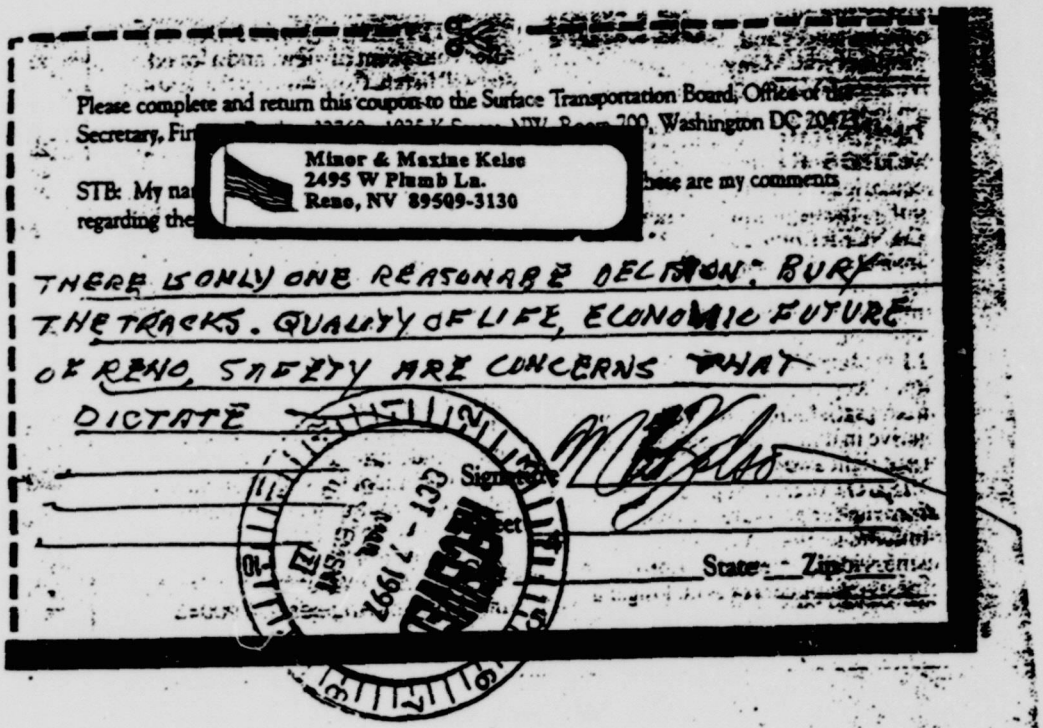
Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW - Room 700, Washington DC 20423

STB: My name is Bettie Keever and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Please Consider the lives and safety of our community - Releasing the only answer

RECEIVED
OCT 10 1997
MAIL MANAGEMENT
STB

Signature Bettie Keever
Street 4002 Clover Creek ct
City Reno State NV Zip 89[illegible]



Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Fir[illegible] 700, Washington DC 20423

Minor & Maxine Kelso
2495 W Plumb Ln.
Reno, NV 89509-3130

STB: My na[illegible] these are my comments regarding the[illegible]

THERE IS ONLY ONE REASONABLE DECISION: BURY THE TRACKS. QUALITY OF LIFE, ECONOMIC FUTURE OF RENO, SAFETY ARE CONCERNS THAT DICTATE

Signature [signature]

Street

State Zip

OCT - 7 1997

CENTRAL ADMINISTRATIVE UNIT.
REC'D: 10-7-97
DOCUMENT # 10-21-97 6:58:58pm
FD# 32760 RL.04

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 16 1997
MAIL

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Robert L. Kersey Phone/Fax (702) 747-3919

Organization & Title (if applicable) Retired

Address 145 Edgewater Parkway

City/State/Zip Reno, NV 89509-2171

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97 FD#32760 RL.04
DOCUMENT # 10-19-97 2:45:30pm

ATTENTION! This is not a mass hysteria induced comment promoted by special interests.

1. I have lived in Reno for thirty years (40).
2. When Interstate #80 was planned initially the City of Reno had an opportunity then to combine the route with a railroad track solution. They chose to place I-80 four blocks to the north of downtown and ignore the tracks as insignificant.
3. Those casinos and businesses that have chosen to build or expand adjacent to the tracks have done so on their own volition.
4. Even with the merger of UP and SP the number of trains/day are estimated to be not more than some years in the past.
   a. During the past weekend in Palo Alto, California I noticed that the trains from San Francisco to San Jose clipped through town down a protected corridor with excellent crossing protections. This at about 60 MPH.
   b. Last year on AMTRAK east of Chicago we moved through a number of towns within fenced corridors and highly visible grade crossings at a reasonably fast speed.
   c. Beautiful Santa Barbara, California has trains going right down town. Why not (over) Reno?

(If necessary please continue your comments on the other side)

5. Just as Renoites look with affection on a city where "A River Runs Through It" there are many who look upon the railroad in the same light. An historical tie with the past that gives us a link to the West that was, is and shall be. Slick solutions a la Las Vegas, Los Angeles or New York don't belong here, and shaking down a railroad doesn't either. The Union Pacific has already shown good faith in its dealings with the City Council.

6. Protective fencing between streets, and beautification of this corridor would cost little and do much. Then look at an undercrossing or two for cars and pedestrians. Thereby, saving the public from the nightmare scenarios of the hysteria dreamers who would spend countless millions ——— not of their money, but ours.

10/6/97

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT - 9 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Katherine Kershaw Phone/Fax 702/825-9382

Organization & Title (if applicable) _____

Address 2900 Pinebough Ct

City/State/Zip Reno, NV 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Because of the profound effect the railroad merger will have on the Truckee Meadows, it is imperative that a full EIS be conducted at the expense of those who will profit by this change - i.e., the UP. The quality of life will change regardless of whether tracks are submerged or not - obviously this is the best alternative, however. Our primary economy rests in downtown Reno, & the attractiveness of this area must be addressed - 38 fast moving trains per day will not exactly add ambiance, & the increased risk of train accidents is of great concern. Such accidents will affect not only our downtown economy but very likely the health of the river and subsequently the health of all living downstream.

(over)

*(If necessary please continue your comments on the other side)*

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 9, 1997
DOCUMENT # 10-15-97 11:19:41am
FD#32760 RL.04

While the merger is a fact we have to deal with, it is necessary to make the most of an unfortunate situation - let's have the EIS, let's see UP contribute at least ½ of the cost to lower the tracks - let's see UP take into consideration the many lives affected by their profitable merger.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:12:08pm
FD#32760 RLO4

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Jann Kitabata and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The Union Pacific Railroad needs to bear the bulk of the cost - not the Reno citizens.

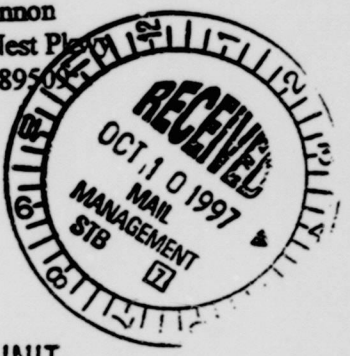
This is a safety issue for our town that needs a better solution

Signature _____

Street 5550 Twin Creeks Dr

City Reno State NV Zip 89523

Brandon Kincannon
2375 Crow's Nest Pkwy
Reno, Nevada 89509




9-18-97

Community relations division
Office of Reno City Manager
Attn: Railroad
P.O.Box 1900
Reno, Nevada 89505

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:26:40 pm
FD #32760 RL04

RE: Preliminary Railroad Mitigation Report

Dear city officials and City Manager:

I am writing to encourage you to stop in your efforts to lower the train tracks, build bridges, dig tunnels and have judges order environmental impact studies regarding the increased train traffic through Reno.

I have always prided myself in being from Reno because we have maintained a balance between gaming and industry. We have major casinos like Harrahs, Hilton, and Circus Circus, and major businesses like Porsche, IGT and Lockheed Martin. Many businesses survive based on transportation. Getting raw materials to the plants and then the product to market is necessary for a business to run. The increased train traffic would help existing business and perhaps encourage more to come. Nevada is already one of the most business friendly states and I believe we should stay that way.

As for health and safety considerations, I believe there are none. Passing trains don't contribute to disease and I have never heard of an emergency vehicle waiting for a train to pass.

Thank you,

Brandon Kincannon
Brandon Kincannon

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-20-97 5:28:19
FD#32760 RL.04




2 October, 1997

Elaine K. Kaiser, Chief
Reno Rail Study Project
Section of Environmental Analysis
Surface Transportation Board
1925 "K" Street NW
5th Floor
Washington, DC 20423-0001

Dear Ms. Kaiser:

In light of all the events that have taken place in case of The City of Reno, NV vs. the Union Pacific Railroad in regards to rail corridor problem, I submit the following statement.

1. When you held your first public hearing on the subject, one of the major points the Surface Transportation Board made was that it was preferable for the Union Pacific and Reno to mitigate their differences privately rather than a ruling from the STB. I am convinced that neither party heard that and as a consequence we have the present situation.

2. The City Government has chosen to try the case in the media, and shown a lack of professionalism in the manner they have handled the entire situation.

3. The Union Pacific has stated their position, and only offers informaticn that may be useful on a need-to-know basis. They have stated that they want to be a good corporate citizen in the Reno area, but thus far that has come across as a good corporate citizen on their own terms.

4. Therefore: I would like to suggest that the two sides appoint a mediation team to sit with a professional mediator and resolve the situation. I would suggest that a complete gag order be placed on all participants and events until a draft document is agreed to, and then the draft document be taken to Reno City Government, and the Union Pacific Board of Directors for a final document and acceptance.

Sincerely,

Larry Kirk

Larry Kirk
2630 Apollo Way
Reno, NV 89503
(702) 747-4823

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:14:29pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Kathleen K. Klatt and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I believe the railroad should be made to "live up" to their original promise of depressing the tracks at no cost to the city + taxpayers. Our community doesn't have enough schools + one more tax burden we surely don't need!

I Demand an Environmental Impact Statement. without it, going ahead with this is in my opinion Very foolish + Short Sighted! Thankyou —

Signature Kathleen K Klatt
Street 3385 Berard Dr.
City RENO State NV Zip 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 2:09:09 pm
FD# 32760 RL.04

Please ...
Secreta...

STB: ...
regardi...

Office of the
...n DC 20423.

comments

Barber, Klearman & Associates
Attorneys At Law

Steven J. Klearman
Attorney

557 Washington Street • Reno, Nevada 89503
(702) 323-6464 • Fax (702) 323-1676

Do the right thing please.

Signature
Street
City State Zip

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:14:30pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is ERIC KNUTILA and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

PLACE TRACKS IN TRENCH. I LIVED IN SISKIYOU COUNTY WHEN CATHCART DISASTER HAPPENED IN DUNSMUIR CALIF. REMEMBER THAT IMPACT ?!?

Signature [signature]

Street 6166 WHITEWATER WAY

City RENO State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 12:43:57pm
ED#32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is C. J. Koehler and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Disappearance of the trench. Where is the train going to run while you build this trench? How long will the 16 streets be closed while bridges are being built? How will you keep trash from falling into the trench? What happens when it snows? You are making a mountain out of a mole-hole. Be reasonable. Covering the tracks is not the answer.

Signature _____

Street _____

City _____ State ___ Zip ___

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 [redacted] 4:35:46pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is PETE KUETH and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

WE REQUEST THAT AN ENVIRONMENTAL IMPACT STUDY BE DONE BEFORE ANY TRAINWAY PLAN IS IMPLEMENTED. ALSO THE RAILROAD SHOULD PAY ITS FAIR SHARE OF DEPRESSING ITS TRACKS. LETS KEEP RENO LIVABLE AND SAFE!

Signature [signature]
Street 1101 AMBASSADOR DR
City RENO State NV Zip 89523

**WILLIAM B. KOHLMOOS**
P.O. Box 50300
Reno, Nevada 89513
702) 747-1561 fax: 702) 689-8400

October 9, 1997

President
Union Pacific Railroad Company (Inc)
1416 Dodge Street
Omaha, NE 68179-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14 1997
DOCUMENT # 10-16-97 4:15:37pm

FD#32760 RL.04

Dear Sir:

The residents of the City of Reno Nevada are having a serious problem accepting the fact that your railroad will be doubling the amount of train traffic running through town. Your trains are already blocking regular traffic and emergency vehicles for hours every day.

Having large freight trains constantly running across the main streets in the center of a city, sometimes five or ten minutes apart, for 24 hours per day is a serious inconvenience. Equally disturbing is the intrusion on the privacy of thousands of people. The noise of your trains bothers us all day long, at dinner, and keeps many of us awake all night. All of your trains have two or three or more cars with FLAT wheels on the drag. As they pass our homes there is a loud bang-bang-bang from each flat wheel. (This is a separate problem.)

Your public relations people have done nothing to placate the residents. And now your locomotive engineers are adding to the insult.

Some hoggers will blow the whistle excessively. They lay on it long and hard and repeatedly for every foot path and crossing, even those that are gated and locked. That's bad enough. But now you have a new weirdo.

A westbound train passed through the 20 miles between Mustang, Sparks, Reno, Mogul, and Verdi on Tuesday, August 26, 1997, between 4:00 and 5:00 a.m. There is a steady uphill climb the entire distance. The hogger on this train was hitting the brakes frequently to slow the train down and then using full power on the four locomotives to make them bark. The squealing brakes and screaming diesel engines could be heard by residents within a half mile on either side of the tracks. And to make it worse, for the entire distance the hogger was laying on the horn continually. It wasn't toot toot t' toot, followed by a pause. It was **toot toot t' toot, toot toot t' toot, toot toot t' toot, toot toot t' toot, toot toot t' toot,toot toot t' toot, toot toot t' toot, toot toot t' toot,** —— and continuing rapidly and constantly, without pause, **the entire way.** It made me so damned angry I couldn't sleep the rest of the night, and I'm sure many thousands of other people reacted similarly. A number of them have talked with me about it.

On August 31, 1997, at 3:00 a.m., a similar thing happened again.

On each occasion the night was calm. There was no wind. The sound carried for several miles in all directions. At my home on the west side of Reno I could hear the whistle for more than 30 minutes. I couldn't believe it.

I grew up near a railroad. I was a hogger, a dispatcher, and a manager for a period. And I have lived near your line for 20 years. Never before did I ever hear anything like I did the other night.

Some of the people in our neighborhood were extremely upset and are discussing a lawsuit against your company. I have told them I would try to contact you first to see if we could get the problem corrected.

May I suggest you assign an investigator to the Reno area and find out who is causing the problem for you and why. The culprits should be fired on the spot.

Please contact me at the above address. Thank you.

Sincerely,

W. B. Kohlmoos

cc: Mayor, City of Reno
Mayor, City of Sparks
Editor, Reno Gazette-Journal

**WILLIAM B. KOHLMOOS**
P.O. Box 50300
Reno, Nevada 89513
702) 747-1561 fax: 702) 689-8400

October 9, 1997

President
Union Pacific Railroad Company (Inc)
1416 Dodge Street
Omaha, NE 68179-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:13:46pm
FD#32760 RL.04

Dear Sir:

We understand and appreciate the importance of transportation in general and the railroads specifically in the economic health of a nation such as ours. However, the residents of the City of Reno, Nevada, are having a serious problem accepting the fact that your railroad is carrying hazardous material through the center of town every day. And then there is the very real possibility of radioactive waste being carried on your trains in the future.

Having a railroad running across the main streets in the center of a city for 24 hours per day is a serious inconvenience. Living in fear of a train wreck adds to the problem for our residents. The primary reason for our concern is the poor maintenance exhibited by your company.

Almost all of your trains have two or three or more cars with FLAT wheels on the drag. As they pass our homes there is a loud bang-bang-bang from each flat wheel. Your people must be aware of this problem because the flat wheels are always placed on the end of the train when the train is made up in the yard.

The most probable cause for these flats is laziness on the part of the switchmen in the various yards. It takes less effort on their part when switching cars in the yard to simply leave the brakes set and push the cars from track to track with the wheels sliding.

Another problem is poor protection of the right-of-way. Four wheelers enjoy using your maintenance roads on the weekend and they occasionally get hung up on the mainline track. It's only their problem if the vehicle is knocked out of the way by an engine. It's our problem if it should cause a derailment.

The most serious problem you have which could easily lead to a derailment, a major wreck, and release of hazardous material is total lack of maintenance on large sections of your main line. The enclosed photographs of rotted ties and missing spikes were taken on a down-grade, high-speed, mainline curve several miles from Reno. A derailment here could dump hazardous material into the Truckee River and it would then be carried into the city.

We are presenting these problems to you now because we believe you may not be aware of them and we would like to see them corrected. Photos attached.

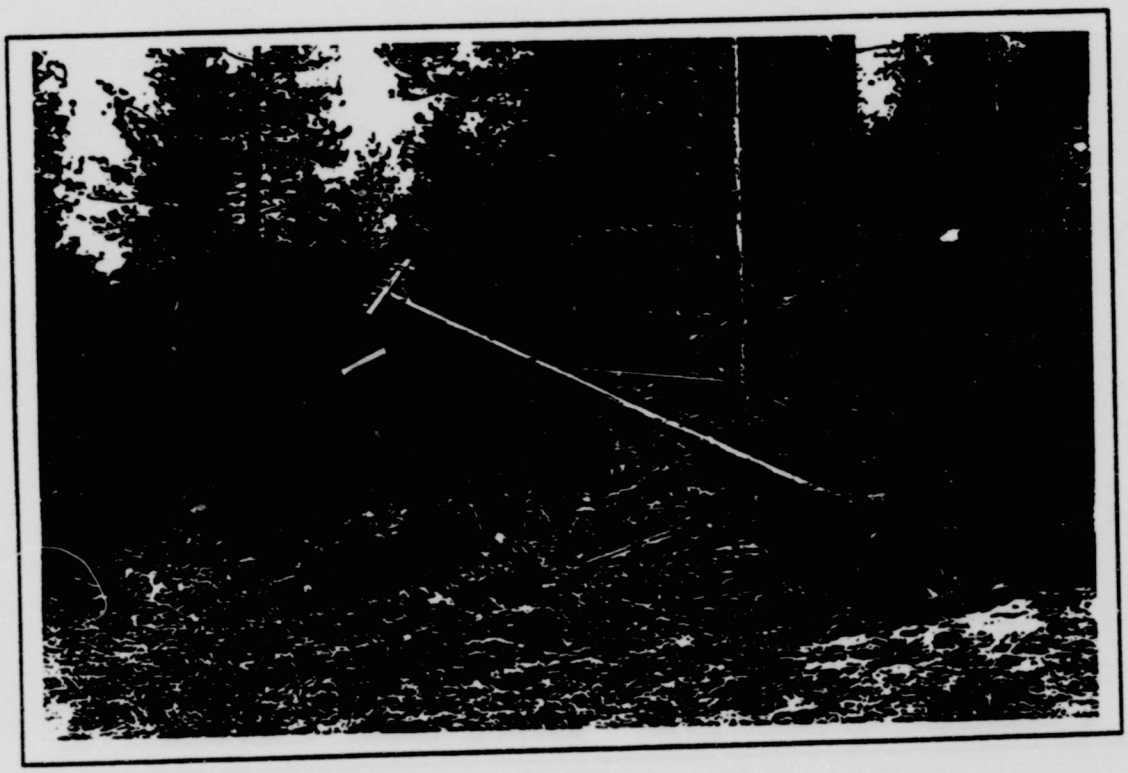
Sincerely,

W. B. Kohlmoos

cc: Mayor, City of Reno
Mayor, City of Sparks
Editor, Reno Gazette-Journal



***WEEKEND TOURISTS GET HUNG UP ON MAINLINE TRACK***

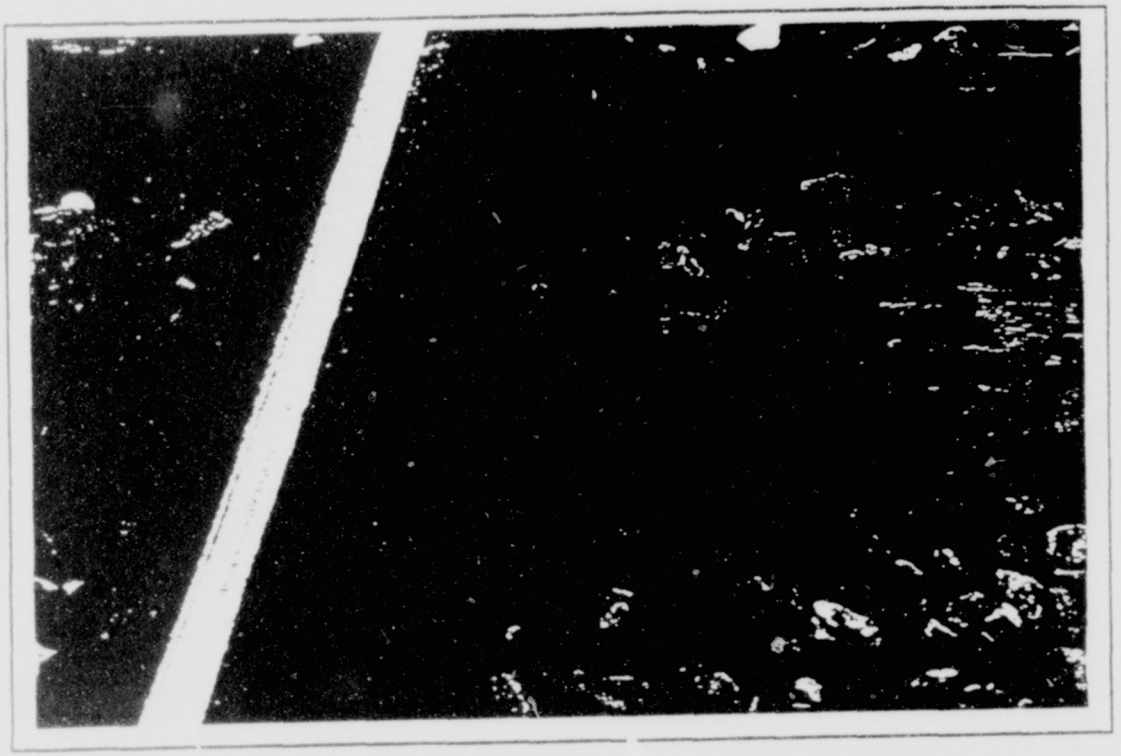


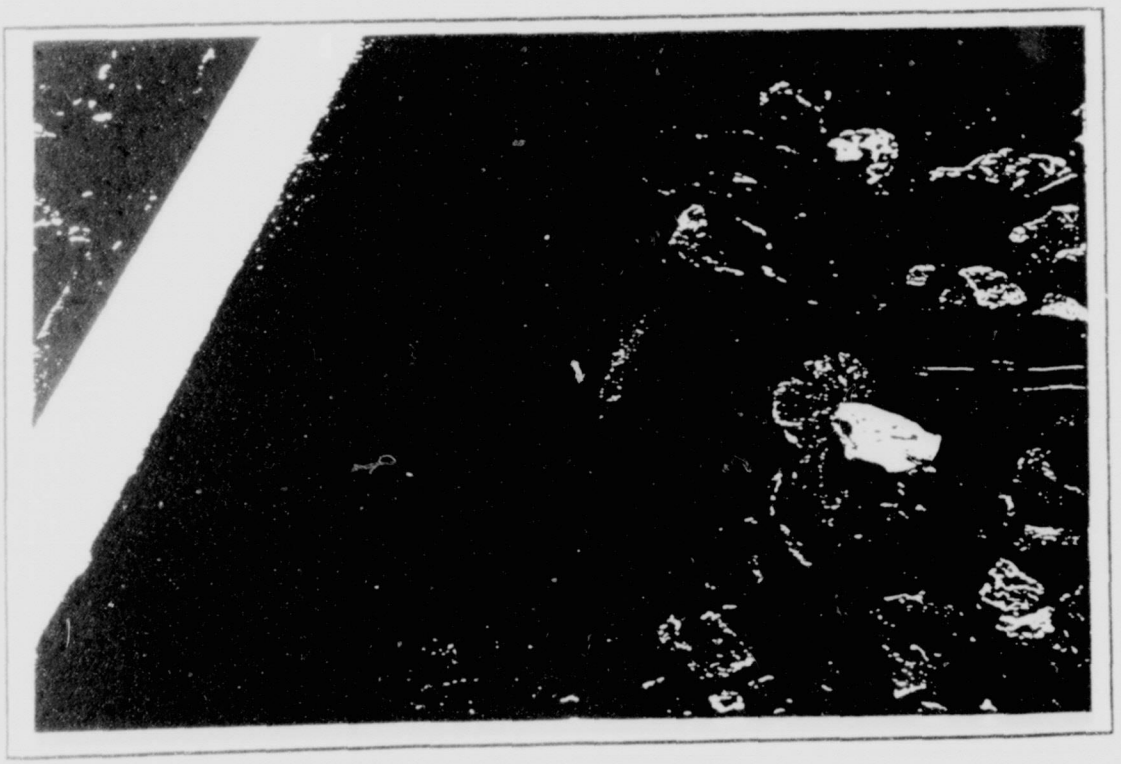
*TELEPHONE POLES ARE FALLING DOWN*

***TIES ARE COMPLETELY ROTTED OUT OVER SIGNIFICANT DISTANCES IN SOME AREAS A DERAILMENT WOULD APPEAR IMMINENT***

THE FOLLOWING SEVERAL PAGES OF PHOTOGRAPHS WERE TAKEN ON THE UNION PACIFIC MAINLINE SEVERAL MILES WEST OF RENO, NEVADA











CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-28-97 9:40:15 am
FD#32760 RL.04

October 13, 1997

945 Monte Vista Drive
Reno, NV 89511




Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street, NW, Room #500
Washington, D.C. 20423-0001

Attn: Elaine K. Kaiser
Chief, Section of Environmental Analysis
Environmental Filing

Ladies and Gentlemen

We want to express our objection to the Preliminary Mitigation Plan proposed for the Union Pacific/Southern Pacific merger as it affects the City of Reno.

We have been Reno residents for 33 years and have observed steady growth for most of those years. To say that the City must bear most of the financial burden because it grew around the railroad is totally without merit – most Western cities did grow around the railroads because they were originally established or encouraged to be established near the railroad by the rail companies.

The real problem here is the increase in rail traffic caused by this merger. The City of Reno has no responsibility or control over that increase and therefore, in our opinion, has very little responsibility for mitigating the impact. Most of that responsibility falls on Union Pacific-this is the same circumstance as a new manufacturing plant being expanded or constructed in most communities. The companies must pay significant impact fees to mitigate the costs for the increased traffic caused by their operations (traffic lights, street widening and street improvements, etc).

The response of increasing the speed of the trains falls far short of being a viable solution, not only for safety reasons. Everyone is well aware that the trend for increasing the length of trains is well underway, so an increase in speed is meaningless unless the length of the train is also limited.

The inability of Union Pacific to coordinate and control their increase in traffic is well documented by recent problems in Texas. Our City cannot tolerate the increase in traffic proposed by Union Pacific, if that increase is underestimated or control is lost as in Texas, it would be a disaster to the City of Reno.

For the above mentioned reasons, the Union Pacific tracks should be depressed through the entire City of Reno and a majority of that impact cost should be born by Union Pacific.

Thank you for the opportunity to express our opinion.

Sincerely,

Ronald M. Krump
Susan J. Krump

RMK/kja

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:50:51pm
FD# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Suzanne Kubinec and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I can support U.P.'s an underground trainway at no cost to the city as originally proposed.

I also demand an environmental impact statement ~~[illegible]~~ to insure air & H2O quality also well as study of emergency response issues.

I can in no way support transport of hazardous waste material by rail through the Truckee Meadows.

Signature Suzanne Kubinec

Street 3758 El Cerro Vista Circle

City Reno State NV Zip 89509

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 20 1997

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name John Kupersmith Phone/Fax 702-785-4137 / FAX 785-4087

Organization & Title (if applicable)

Address 3300 S. Ranch Vista Ct.

City/State/Zip Reno, NV 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Thanks for the opportunity to comment on this study.

I am concerned about the proposal to increase the speed of trains through downtown as a means of reducing the total amount of time that roads are blocked by trains. This is a densely populated area with many tourists in addition to local residents. I do not believe it would be safe to move trains through at faster speeds.

Instead, I favor depressing the tracks in a trench, with overpasses for roads and pedestrian traffic.

I am also very concerned about the safety (or lack of it) in transporting hazardous materials--especially nuclear waste--through this area. Given the Union Pacific's safety record, this seems like an unduly risky procedure, especially since there are other routes available.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-20-97
DOCUMENT # 10-21-97 6:36:05pm
FD#32760 RL.04

*(If necessary please continue your comments on the other side)*

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423

STB: My name is Rosemary Lambrecht and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the railroad is going to quadruple the traffic of trains & they should move the tracks by Hwy 80.

Signature Rosemary Lambrecht

Street 3476 Terrace Knoll

City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-8-97 11:19:46am
FD# 32760 RL.04

Page 1 of 2 pages

9/29/97

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 16, 1997 FD#32760
DOCUMENT # 10-16-97 10:50:44am RL.04

Dear Surface Transportation Board;

The City Of Reno, Nv. is mad. And were wanting to express our Concerns regarding the impacts to the Truckee Meadows Caused by Union And Southern Pacific railroad Merg

An Environmental Impact Statement should be Conducted. Prior to any trainway Plan being implemented.

You must think you have our City under Siege, to Compel Surrender, And will not pay a fair Share Of Cost Of Any trainway Plan. In my Opinion that is unfair And inadequate to the need, use, And purpose to which you outline.

At times our City Already looks like Los Angeles from Airline pollution that Collects in the Valley. And now your wanting to Contribute more to the problem. Why Should you be Concerned, Or Care, if you don't live here And have to Contend with the noise, Hazards, And Air Quality? Everyone knows trains are a Public Nuisance To Contend with them, through the Center Of your City, On a daily basis, not only Causes Disturbances to residents And visitors Plus Health Hazards to Citizens, And they fail to

ensure the safety and quality of life
of Truckee Meadows Citizens.

How many of you have ever
visited our City of Reno ? Come and
see for yourself why the Citizens
are concerned, prior to executing your
plan of intent.

Explain to the people what will happen
if a derailment were to occur in the
center of town or how about hazardous
waste spilling into our beautiful Truckee
river?

Come and stay in our beautiful Hotels,
anywhere in the City, and see how well
you contend with the blasting train
whistles and locomotive noise.
(Some train engineers are relentless with
blowing the horn at night, while others
are more compassionate to the sleeping
tourist and residents)

I'm one voice, but I wanted
to be heard. I say get those tracks
buried and do right for the City of
Reno, or take your tracks & go out
of town.

Colette Landberg
City of Reno, Nv.

Shirley M. LeGoy
2719 Mountain Springs Rd.
Reno, Nevada 89509
October 14, 1997




Office of the Secretary
Case Control Unit
Finance Docket No. 32760
Surface Transportation Board
1925 K Street, NW.
Washington, DC 20423-0001

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:25:56pm
FD#32760 RLO4

Attention Elaine K. Kaiser

Dear MS Kaiser:

The STB's recommendations for alleviating the train problem through downtown Reno are insufficient. The tracks need to be lowered. I feel the City, County, State, Federal governments and the Union Pacific Railroad should all get together and finance the track lowering.

Your current recommendations are vastly lacking. Speeding up the trains would cause more accidents, resulting in more delays. After all, picking up dead people could take a few minutes and the train might even have to stop.

Please, consider this problem more carefully.

Sincerely yours,

Shirley M. LeGoy

Shirley M. LeGoy

# What You Can Do To Protect Your Family.

The Public Comment Period which ends next week is your last chance to protect yourself and your familiy from the effects these trains may have on your safety and quality of life. That's why, in your own best interest, we urge you to do two simple things.

1. Write directly to the Surface Transportation Board with the public response card provided below.
2. Attend the public meetings on October 9. There will be two meetings on Thursday, October 9. The first will be held at 2:30pm and the second at 7:00pm at the Reno City Hall, 490 Center Street.

# Tell the STB that:

- They should do more to address safety and quality of life concerns caused by the UP merger; and an Environemental Impact Statement should be conducted prior to any trainway plan being implemented; and,
- Union Pacific should negotiotiate with the City and pay its fair share of the cost of any trainway plan.

For more information contact the City of Reno at 334-3813 or access the railroad merger webpage at www.reno.gov

Bring this comment card to the public meeting or mail it to the Surface Transportation Board at 1925 K St., NW - Room 700, Washington D.C., 20078-5646 Att'n: Elaine Kaiser. Thank You.

STB: My name is Roberta Lewis
and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think there is enough air pollution as it is & I don't thik we need any more of it. A tunnel/trench under the city might speed things along faster.

(send attachments if necessary)

Signature [signature]
Street 756 Island Ave. #14
City Reno State NV Zip 89501

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-28-97 9:31:47
FD#32760 9:31:47 am



Friday morning
10AM – 9/19th/97
1665 Liston Avenue
Reno, NV 89502-3037

Mayor Jeff Griffin
Reno City Hall
Reno, NV

Dear Sir:

Problem: Excessive train traffic thru Reno-Sparks
Solution: Freight Train diversion thru Sierra Arms Depot via Herlong (UnPac) or Hackstaff (SoPac).

Writer, being an old Teamster and a 33 yr 'rail' in S.F. Bay area, both 'op' and 'non-op', where surface traffic has always been a major problem and growing more so, feels freight diversion, including long trains of goods, service shipments, etc, would be far better moved out of town away from residential areas, crossings, and pedestrian traffic.

The monies denoted in controversy between UnPac and Reno could upgrade unused trackage

(over)

CENTRAL ADMINISTRATIVE UNIT
REC'D:
DOCUMENT #

(2)

northwest of Reno: Reno Jct (old WP transfer), thus relieving fears of spills and nuclear slag!

Many years ago, U.S. wanted to deposit nuclear waste in the wilds of Idaho and Gov. Cecil Andrus was successful in declining same.

While STB (old ICC) appears to favor excessive trains thru Reno Sparks area, perhaps a compromise could be reached on number of trains thru town.

Former Police Chief stated tunnels thru town would entice bums and vagrants, especially in cold weather (that occurred in Auburn Ca area where writer first retired (5 tunnels)

One realizes City Manager + Council seeks far greater monies from Union Pac Corp to dispose of downtown

rail traffic and train lengths blocking emergency services, however there must be a compromise solution that would satisfy Reno-Sparks governments, residential subdivisions, and UnPac-SoPac merger.

Writer, with 33 years in Western Pacific G.O. in S.F. remembers UnPac concessions in Elko when UPac was merged in 80s: overpasses, track rerouting, and signals, for US #80 had to be cleared for heavy highway traffic.

One realizes also that the S.T.B. is in favor of downtown traffic due to Land Grant provisions early on, however to delay decision indefinitely is adverse to Reno development. Respectfully submitted,

Charles B. Lindsay

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-17-97 1:55:42pm

~~FD~~ #32760

RL.04

Dear Secretary, SURFACE TRANS BOARD

It is clear to me, The City of Reno and the Reno Mayor Are OWNED, LOCK STOCK and Barrel by the casino industry, IE Corrupt. They allowed the Casinos to build both SIDES OF THE UNION PACIFIC TRACKS. NOW they expect the Railroad to pay for Reno city councils corrupted Decisions. The Railroad is A Business, This business must pay for any (Tax) Regulation to do Busine That cost will come FROM (me) consumer. I think that A president has long been set about who was on the ground first, The Railroad.

RECEIVED
OCT 14 1997
MAIL MANAGEMENT SB

Thank you

Charley

315 Fodrin

SPARKS NEV

89431

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:10:28pm
FD#32760 RL.04

---

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Mary Jane Lewis and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

THE TRAINS should be Routed elsewhere ! Period !

It will ruin Reno

Demand an ENVIRONMENTAL IMPACT STATEMENT !

Signature Mary Jane Lewis

Street 3263 BRIDLEWOOD Dr

City Reno State NEV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT #10-24-97 4:08:15pm
FD#32760 RL.04

This is not nearly enough room for residents to write all their comments & feelings regarding this issue.

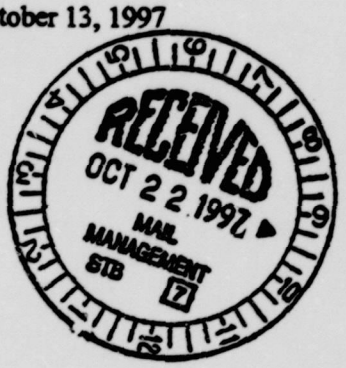
Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Nicole Lupan and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. Sorry to Union Pacific but this idea is absurd. How inconsiderate of U.P. to increase their profits & drastically decrease Reno residents' quality of life. The # of trains passing through Reno now is bad enough in terms of commuter wait, road blocks, air pollution, & especially train noise. Those whistles blur all the way through town. If I were a tourist & stayed in a downtown hotel & was continuously awakened by this annoying noise I would probably most likely NEVER return. I was born and raised here & I am extremely upset about this idea of more trains. If this goes through, I most likely will change my mind about being a resident of Reno, Nevada.

Signature [signature]
Street 6052 Bankside Wy
City Reno State NV Zip 8823

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:30:24pm
FD#32760 RL04

October 13, 1997




Elaine K. Kaiser, Chief
Section of Environmental Analysis
Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street, NW-Room 700
Washington, D.C. 20078-5646

Dear Ms. Kaiser,

Please accept this letter as my protest to the Preliminary Mitigation Plan for the City of Reno on the Union Pacific/Southern Pacific merger. I have looked at the recommendations contained in the plan and find it hard to believe that a government agency could take them seriously. The main recommendation is to just "go faster" through an extremely congested area. As the driver of a vehicle, I personally "go slower" when it is more congested.

I am a Reno native who is raising my family here. I have two teenage sons with learner's permits who will soon be driving. It is scary enough to think of them driving at all let alone with a tremendous increase in the number of trains coming through town at a faster speed. We routinely cross the railroad tracks at Keystone Avenue to get to the freeway, and I am particularly concerned about the safety of this intersection not to mention the inconvenience.

I am also concerned about the potential for increased air pollution and the possible threat to the Truckee River if there is ever a derailment. Given what I have read about the recent safety record of the Union Pacific, I believe my concerns are legitimate.

Please make the Union Pacific step up to the plate and do its fair share to make sure this merger does not endanger the citizens of Reno. I strongly support the idea of depressed tracks through town or at a bare minimum, numerous over or underpasses for cars. Please do not adopt the preliminary mitigation plan--make them go back to the drawing board and come up with real mitigation measures.

Sincerely,

Patricia Lynch

Patricia Lynch
1380 California Ave.
Reno, Nevada 89509

10/8/97

Office of the Secretary, Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington, DC 20423-0001

Attn. Elaine K. Kaiser, Chief
Section of Environmental Analysis
Reno Environmental Filing

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 5:12:35pm
ID#32760 RL.04

Dear Ms. Kaiser:

I urge the Surface Transportation Board to not approve an increased speed for trains passing through Reno, because higher speed would increase the probability of a collision and would increase the severity of a collision or derailment.

This is especially significant with regard to possible rupture of railroad tank cars carrying hazardous materials such as liquefied petroleum gas (i.e., butane and propane), liquid ammonia, molten sulfur, sodium cyanide solution, elemental chlorine (i.e., $Cl_2$ liquid under pressure), etc. Such materials are routinely transported by rail in tank cars typically containing from 10,000 to 40,000 pounds each. Reno's climate involves frequent atmospheric inversions which would hold hazardous material vapors near the ground for a prolonged length of time in the event of a spill.

A train's speed is important in this regard because the energy involved in a collision is proportional to the square of the speed. This means that rupture of a tank car in a collision would be approximately 4 times more likely at 30 mph than at 15 mph.

Picture a scenario in which a tank car full of chlorine suffers rupture in or near downtown Reno during an atmospheric inversion. Ten thousand pounds of chlorine gas would slowly spread through the streets and would be drawn into the ventilation systems of nearby buildings. People would not know that they should immediately flee from the greenish-yellow cloud, and hundreds would die. It would be just like the deployment of chlorine gas as a military weapon in World War I.

Increasing the speed of trains through the city of Reno is a bad idea.

Sincerely,

David J. MacDonald

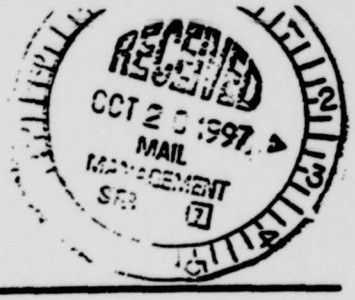
David J. MacDonald, Ph.D.
2720 Everett Dr.
Reno, NV 89503-3913

(702) 747-6632

CENTRAL ADMINISTRATIVE UNIT
RECEIVED 10-20-97
DOCUMENT # 10-21-97 6:30:20pm
FD#32760 RL.04

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study




Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name PATRICK J. MAC MAHON Phone 702 348-0805 Date 10-13-97

Organization & Title (if applicable) _____

Address 1406 E. NINTH ST #4

City/State/Zip RENO, NV 89512

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

SO LONG AS THE SURFACE TRANSPORTATION BOARD REFUSES TO ADDRESS THE CONCERNS VOICED BY THE CITIZENS OF RENO IN REGARD TO INCREASED PARTICULATE EMISSIONS, LENGTH AND FREQUENCY OF TRAINS, AND THE LEGAL RESPONSIBILITIES OF THE RAILROAD; THEN, IT IS IMPERATIVE THAT A FULL BLOWN ENVIRONMENTAL IMPACT STATEMENT BE DEVELOPED!

NO PERSON OR CORPORATION ENJOYS THE RIGHT TO COME INTO AN AREA AND DEGRADE THE ENVIRONMENT FOR THE CITIZENS WHO MUST LIVE WITH IT. I FORSEE MANY YEARS OF CLASS ACTION LITIGATION IN THE OFFING.

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:25:05pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is
Helene Magrum and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

the rail road was here first, at the same time Reno is growing, for the safty of the people, same thing should be done about the rail road. but not the expense of the people.

Signature Helene Magrum
Street 1690 Wedekind Rd. #124
City Reno Nev State Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 4:09:56pm
ID#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Michele Malchow and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

It is very important to me that environmental concerns are addressed foremost. No amount of money can pay for any disintegration of the natural beauty of the Truckee Meadows. If these concerns are met, then and only then can the rail road foot the entire bill to be here.

Signature Michele I Malchow
Street 1178 Backer Way
City Reno State NV Zip 89523
Sierra Club Member

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:45:59 pm
ID# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Rita Mandel and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

the impact on Reno and its people is unsafe for even the air we breath Please have all the railroad CEO know we the people of Reno want all trains underground

Signature Rita Mandel

Street 3885 Jeanesso DI

City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:22:47pm
F.D.#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Julian MANDELSTAM and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Unacceptable Condition. Never be settled unless tracks are sunk. Reno does not have resources to do it alone.

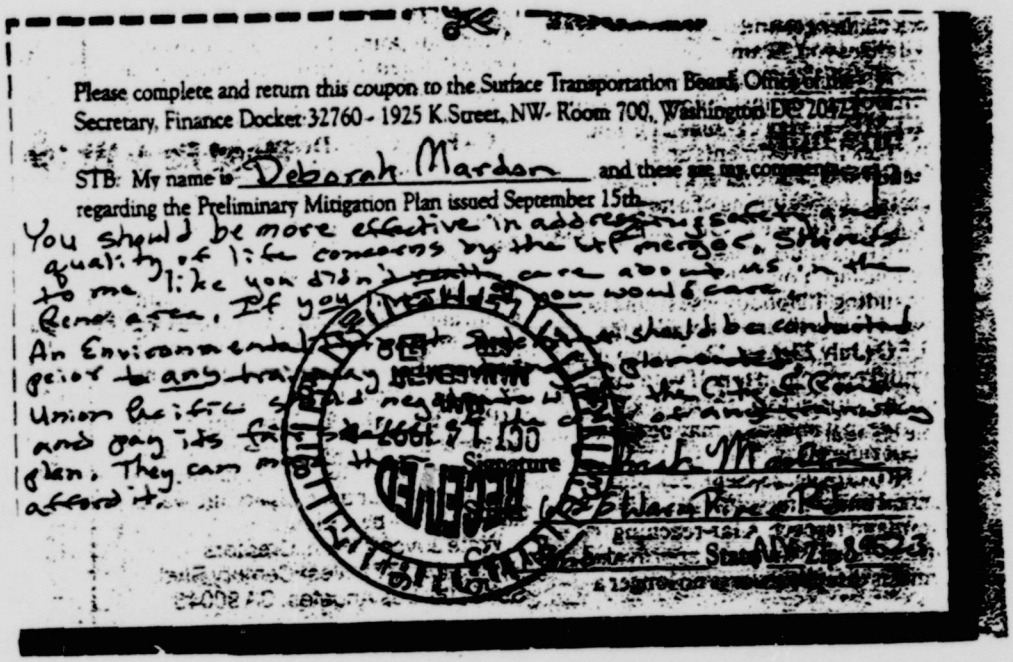
Advantage to U.P. to settle situation now for a happy marriage and would be a financial advantage for U.P.

Signature Julian L. Mandelstam

Street 90 Tamarack Dr.

City Reno State Nev Zip 89509

Resident since 1954



Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423

STB: My name is Deborah Mardon and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

You should be more effective in addressing safety and quality of life concerns by the UP merger. Shares to me like you didn't really care about us in the Reno area. If you [illegible] you would care.

An Environmental [illegible] should be conducted peior to any [illegible] Union Pacific should negotiate [illegible] the City of Reno and pay its fair [illegible] of any [illegible] plan. They can [illegible] afford it.

Signature [illegible]

Street [illegible] Warm Pine [illegible]

State [illegible] Zip [illegible]

RECEIVED OCT 15 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:52:06pm

GD#32760 RL04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:30:31pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is
John Marschall and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

TRAINS ARE QUAINT —
FAST TRAINS THROUGH URBAN
AREAS ARE DANGEROUS
STALLED TRAINS ARE A
FIRE HAZARD

IF YOU DON'T GO
UNDERGROUND, YOU'LL
BE BANKRUPT IN LESS
THAN A DECADE - BECAUSE
OF LAWSUITS BASED ON
FATALITIES

Signature [signature]
Street [illegible]
City [illegible] State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:15:11 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is CHRIS MARTIN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

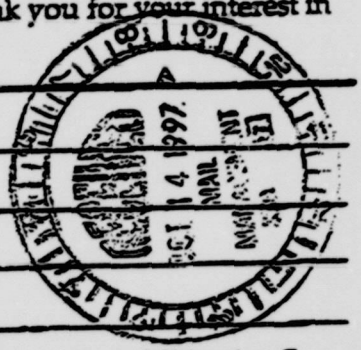
Rail traffic through the heart of our City is a serious issue – under-grounding appears to be the best solution –

Signature [signature]
Street 2713 STARR MEADOWS Loop
City RENO State NV Zip 89509

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.



Name ERNEST MACONELL Phone/Fax (702) 826-3370

Organization & Title (if applicable) _____

Address 2800 LAKERIDGE SHORES EAST

City/State/Zip RENO, NV 89509

*Please hand in or mail completed comment sheets to: Harold McNulty, UP/SP Merger Reno Mitigation Co-Study Director, Surface Transportation Board, Section of Environmental Analysis, 12th & Constitution Ave., NW, Room 3219, Washington, DC 20423.*

I am concerned about the problems caused by the merger
1. Longer and faster trains blocking crossings
2. Hazardous waste movement
3. Noise Pollution
4. Increase in air pollution

I would like to see the Environmental Impact Study be conducted.
More should be done to address the safety and quality of life impacts.
A depressed railway is the Best Solution

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-19-97 2:58:54 pm
FD #32760 RL.04

(If necessary, please continue your comments on the reverse side.)

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

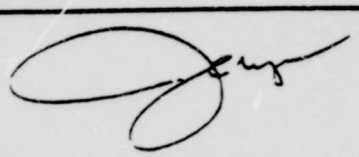

Name Joseph Mayer Phone/Fax 689-8400 Fax 689-8409

Organization & Title (if applicable) Lucini and Assoc. Realty - President

Address 604 West Moana Lane, Suite A

City/State/Zip Reno, NV 89509


*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*




CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 11:34:56am
~~FD #32760~~ RL.04
32760


*(If necessary please continue your comments on the other side)*

It is painfully obvious that the recommendation of the Surface Transportation Board is grossly inadequate. For example, increasing the speed of the trains does nothing to mitigate the economic impact of the increased length of the trains in the future, let alone the 300% increase in the number of trains.

The only solution is to depress the train way through Reno. By depressing the train right of way, the trains could move even faster with less noise. A depressed train right of way will generate an additional source of revenue for Union Pacific. The air space over the right of way could be used for development by Union Pacific or sold or leased to anyone who wished to develop it.

The environmental impact, especially safety concerns, have not been addressed adequately and an environmental impact statement is imperative.

Union Pacific has not negotiated in good faith with the City of Reno and after the recommendation of the Surface Transportation Board, they will have less motivation in the future to be realistic.

The economic impact of the merger and the increase rail usage will negatively affect the entire Truckee Meadows. Reno's downtown will suffer economically therefore all of the Truckee Meadows will suffer economically.

Individuals in government question the apathy of the common American citizen. This recommendation is a perfect example of why citizens feel that **government representatives do not care.**



Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Randy L. Mayger and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

RECEIVED
OCT 22 1997
MANAGEMENT
STB 7

In addition to my [illegible]
I also believe highly that an Environmental Impact statement would have been a fair way to show your boards impartiality towards the issue, and your true concern for the safety and long term welfare of the Citizens of Reno, Nevada.

Signature Randy L Mayger

Street 3233 Reno Vista dr.

City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 4:49:10 pm
FD# 327160 RL04

To the office of the secretary, Surface Transportation Board;

Attn. Elaine K. Kaiser

Chief, Section of Environmental Analysis

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 4:51:11pm
FD#32740




Please indulge me,

I am a twenty seven year resident of the city of Reno , Nevada . I've seen many issues arise in this community and I have seen the incompetence of our " City Government" in action . I have a very strong feeling about the impact of this issue on a city that has real people living a life and raising their children . Please try to remember that we , although supposedly represented by , are not the city manager and mayor who've angered you. I live in a town that is owned and operated by the " Gaming" interests who hold the strings of the affore-mentioned HIZ HONOR THE MAYOR and his cronies the city manager and the laughable city counsel , Motto " WE CARE, REALLY, HONEST." So , when an issue comes up that effects the future of the industry , Motto " YOU'RE OUT OF MONEY ? YOU'RE OUT OF HERE !" Our City Government jumps into action . Usually stepping directly in " IT "

The funny thing about an issue like this is that although our city governors are Full of " IT " Their cause is one that may be used for the true benefit of the real residents of a town full of very nice , and productive citizens . Citizens who have no real voice in the decisions of this city government , and have learned not to hold any stock in the future of the city . I've not taken time out for other issues in this city due to my belief that the city fathers historically have ignored the common sense approach to planning and have consistently followed the edicts of an industry that *couldn't possibly* care less about the real people who live here . This city has had many many opportunities in it's history to deal with these kind of very obvious problems , and they've taken the road of least resistance on nearly every occasion. No Time for common sense . No matter the opinion of the people who s lives are effected by their gutless decision making . Not a single time can I say that I've believed in the mayoral offices policies in regard to Quality of life issues . So it amuses me greatly that the banner being raised for the city's cause is proclaimed to be in defense of the quality of life . The hypocrisy is obvious and insulting to the caring people of this beautiful town. Were it a simple matter of sitting back and watching the city government make idiots of themselves a great many of the citizens would take pleasure in the pure entertainment value of this daily occurrence , but the mayor and his silly manager are showing their collective arses , and it reflects on every person who calls Reno home. We'll all have to pay for the mistakes made by our bumbling city " Leaders ".

The Casinos are very upset by the probable downswing of tourism due to increased rail traffic , and are quite probably the most affected by this merger and it's effects on the downtown rail corridor . But the frightening thing about this problem to me, is that regardless of the true needs of the people of Reno, the fight concentrates on whose responsibility it is to fund the building of an absolutely necessary underground passage for the trains to traverse the city . To even consider leaving the tracks above ground , is to laugh in the face of disaster with impudence towards the consequences. The cost is formidable , and neither party is willing to accept the lions share of the burden . So I believe that it is necessary for your agency to make it very clear that the cost must be shared equally by the railroads and the City of Reno, and to mandate that the passage be built for safeties sake and that it be built in timely fashion to avoid any kind of real disaster due to the immediate increase in traffic . Hopefully the influence of your agency will cause a compromise to occur and the people of Reno can rest easy knowing that the safest route has been taken to guard our future .

Hopefully yours, Randy L. Mayzes

Randy L. Mayzes
3233 Reno Vista dr.
Reno , Nv. 89512

842

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 12:38:52pm
FD #32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is BOB MC DONALD and these are my comments regarding the Preliminary Mitigation Plan issued September 15th. TUNNELS & OVER PASSES SHOULD BE BUILT AT ALL MAJOR INTERSECTIONS + PAID FOR BY THE RAILROAD.

Signature [signature]
Street 17480 NORTHRIDGE AVE
City RENO State NV Zip 89506

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 1:11:55pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Cathy McDonough and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think the railroad is being quite fair to the city in offering funds to assist with over or underpasses. I think the City of Reno is being totally unreasonable in their demands and that the tracks should be left in place as part of the city's attraction. Today's communication systems can certainly stop the trains in a true emergency (such as the Eldorado fire recently). Put some money toward this end and fostering cooperation between the RR and the City. Scare tactics are not the answer - the tracks are fine as is.

Signature Cathy McDonough
Street 433 B Spokane St
City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 6:11:14 pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Sheila McKay and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think a tunnel should be built for the trains & I think the trains should pay for it.

Signature Sheila McKay
Street 5014 Ann St.
City Reno State Nv. Zip 89506

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 16 1997
MAIL
MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Ruth McKnight Phone/Fax 702/324-3766

Organization & Title (if applicable)

Address 227 Claremont St

City/State/Zip Reno, NV 89502

FD#32760 RL.04
CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-16-97
DOCUMENT # 10-19-97 2:17:20pm

*Please mail completed comment sheet to: Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW. Room 700 Washington, DC, 20423. Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

I am extremely alarmed that very little logic, care, and compassion is being given by your office to the negative effects of the increased train traffic in my town, RENO, Nevada!

In addition to the list of problems #1 through #4 on the attached document, I have other concerns:

⇒ Getting children to and from school and day care by parents and caretakers
⇒ Employees getting to work on time (and possibly facing docked pay or firing for being late)
⇒ Getting ANYWHERE on time for medical appointments, personal care, recreation, etc.

The increased STRESS on personal lives due to hurrying to miss the trainS or waiting while the train passes is going to wreak havoc on the mental and physical well-being of our community.

Therefore, if Washington really cares about its citizens, family values, etcetcetc, then show it by:

- Addressing the identified health, safety, and quality of life issues
- Conducting and Environmental Impact Study before this careless plan is implemented
- Requiring Union Pacific to pay more for the costs of the plan. They are benefiting more financially so their investment should be more.

And, finally, I challenge you to imagine living in this city and trying to enjoy your life if this current trainway plan is implemented without the above actions being taken.

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:37:15pm
ED#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is RANDY MCNATT & JUDITH HEIN and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

We feel our quality of life & our city are being cheated by the railroad's disregard.

Signature Judith Hein / Randy McNatt
Street 805 Thelma Pl.
City Reno State NV Zip 89509

Sharon Meade

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423

STB: My name is Sharon Meade and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I have two concerns, the number of trains they are going to run is no more than they ran in the years of early 70's. Reno should have done something then if there was a problem. Reno was too interested in gaining the Railroad property near the tracks. Shame on them!

Signature Sharon G. Meade

Street 15518 Quicksilver Dr.

City Reno State NV 89511

RECEIVED

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-07-97
DOCUMENT # 0-8-97 10:41 11 am

GS# 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:49:41pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Lynn Medley and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

No hazardous waste shipments through Reno, Sparks & Elko Nv. Pls help to move or lower tracks. Reno is just too big and presently only two crossings are passable when a train is passing through the town.

Signature Lynn Medley
Street 1875 Fife drive
City Reno State Nv Zip 89512

CENTRAL ADMINISTRATIVE UNIT
10-20-97
DOCUMENT # 10-21-97 6:33:36pm
RL 04

# Comment Sheet

## UP/SP Merger Reno Mitigation Study

RECEIVED
OCT 2 1997
MAIL MANAGEMENT
STB

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Thomas L. Melancon Phone (702) 322-8542 Date 10-13-97

Organization & Title (if applicable) N/A

Address 315 Clay Street #3

City/State/Zip Reno, Nevada 89501

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

To Whom It May Concern:

I have been a resident of Reno for 19 years. For the last 6 of those years, I have lived within a couple of miles of the railroad tracks. When I moved into my present neighborhood six years ago, the train whistles were infrequent enough to be "quaint." More recently, they are becoming "tiresome." If the number of trains increases to 25 a day, the noise will be intolerable. If you mitigate this merger by proposing that the trains increase their speed (bad idea, but I'll address that next) then please mandate the railroad company to install localized horns at intersections. This step will at least decrease the noise pollution downtown (from the horns).

The recommendation to speed up trains as a solution to this merger doesn't make any sense to me. Putting aside your calculations, just think about this. A simple law of physics states that anything will take longer to slow down if it is going faster. When people are taught safe driving techniques, are they told to speed up to minimize accidents? Why did every state in the union show a drop in vehicle casualties when the federal government mandated 55 miles per hour speed limits? Add to that the factor that some of these trains will be carrying materials that are potentially dangerous to humans, rivers and wildlife. How could speeding up these hazerdous waste containers possibly make them safer?

(more on back)

(If necessary, please continue your comments on the reverse side.)

(continued from other side)

I am in favor of the depressed railway. I understand that the STB feels that it is beyond its jurisdiction to recommend an option that mitigates "pre-existing" impacts. However, I don't believe the railroad can completely wash its hands of being a contributor to this present situation. Reno might have grown up around the railroad, but why didn't railroad officials pay attention to this growth and work with the local governments to help them plan healty growth that would coincide with the railroads progress? The City of Reno and its people are almost unanimously in favor of the depressed track solution. The city and its citizens are pursuing ways to fund the cost of such an effort. If the STB will not choose the optimum solution because of jurisdiction constraints, then please pull in an agency that has the authority to do the job right. I live here. I have an eight year old daughter. Your lovely safety statistics won't mean a thing to us when the first train wrecks and exposes us to danger. Would you be willing to re-consider your proposal to increase the speed of the trains? This is no solution. Thank you for considering my request.

Sincerely,

Tom Melancon

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 7, 1997
DOCUMENT # 10-11-97 4:16:12 pm
ID# 32760 RL 04

CENTRAL ADMINISTRATIVE UNIT
REC'D:
DOCUMENT #

Reno
Sept 29, 1997

Dear Sirs:

Due to the Union Pacific-Southern Pacific merger, the Surface Transportation Board should do more to address the safety and quality of life problems caused by the merger. The STB should require a true Environmental Impact Statement be conducted and should require the Union Pacific to negotiate with the city of Reno and pay its fair share to lower the tracks through Reno. Depressing the tracks is the only way to solve safety and other problems caused by the merger and increase of train traffic. Without this fire and police vehicles cannot respond in time, the danger of explosion of hazardous materials could be devastating and the pollution and noise will be severe.

Thank you for considering the citizens of Reno and requiring the railroad to pay its fair share.

Sincerely, John R. Melin

1201 Mt. Rose St., Reno NV
89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:00:10pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is eMichael and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Railroad Pay lts show
Fire & Medical response.
Hazardous waste
Train Traffic
longer trains

Signature eMichael
Street El Ranchero DR
City Sparks State Nev Zip 89433

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:35:42pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is KAY HAND-Miller and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I agree with the problems #1-4 stated!
Address safety + quality of life concerns.
Union Pac. should pay its Fair share.
Kay Hand Miller

Signature _____
Street 6382 Valley WD. Dr.
City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:32:01pm
FD#32760 RL.04

RECEIVED
OCT 22 1997
MAIL
MANAGEMENT
SOB

October 10, 1997

Dear Members of the Surface Transportation Board:

My name is Marilyn Miller. I have lived in Reno for 10 years, coming to Nevada to pursue my career and love for the wide open spaces of the West. Reno, in particular is unique in its 24 hour lifestyle, abundant tourists and its central location as transportation hub for the western states. All of these factors place certain demands upon the city and the people who live and work here. Growth and change have become a way of life, but despite this Reno is still a safe place to live.

However, the Union Pacific merger, threatens to bring additional burdens upon the residents of Reno and the towns located along the railroad corridor. Increased train traffic going at faster speeds seems to be a solution to some of the pollution problems in downtown Reno, but what solutions are being sought for the safety of the Reno people? Are not the concerns for people, for their safety and their quality of life an issue? Would anyone consider more trains and faster trains as an addition to their quality of life? Why are the concerns of a HUGE corporation being given full attention when a city's welfare is being ignored?

Please take more time in considering the fate of my city and its inhabitants. What are the safety issues, what are the concerns of the citizens, not just the business community? Would an EIS be appropriate, since the merge impacts an entire city?

Thank you for your consideration of these very serious issues.

Sincerely,

Marilyn Miller

Marilyn Miller
1401 Rayburn Dr.
Reno, NV 89503

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is STANLEY MINTZ and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am against TRANSPORTING HAZARDOUS Waste + having more Trains Tying up everything in Reno. THIS PLANS IS A RIDICULOUS UNION PACIFIC RAIL + THIS BILL WILL RUIN the economy of Reno

Signature Stanley Mintz

Street 2955 LAKESIDE DR. #327

City Reno State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-27-97 5:18:37pm
FD# 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-10-97
DOCUMENT # 10-19-97 1:25.52pm
FD#32760 & RLD4

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW-Room [illegible] Washington, DC 20423

STB: My name is Lawrence Mock Jr. and these are my comments regarding the Preliminary Mitigation Plan issued September 19th.

The city of Reno is totally [illegible] on the issue.

The railroads offer to help, was more than fair.

Reno's newspaper ads are false and a waste of my tax dollars.

RECEIVED
OCT 10 1997
MAIL MANAGEMENT
STB

Signature Lawrence Mock Jr.
Street 2185A Victoria Ln
City Reno State NV Zip 89502

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 5:52:26pm
FD# 32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Clark E Mollart and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I think that speeding up The trains is a uncareing unthinking Fool. All that would DO is get people Killed

Signature Clark E Mollart
Street 1425 ½ E 7th
City Reno State NV Zip 89512

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-24-97 3:28:47pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is C. B. Moore
_____and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Without a legitimate environmental assessment of the effects that will result from Union Pacific's plan to increase the number, size and speed of its trains through Reno, Union Pacific should be put on notice, legally, that any attempt to complete those plans would be in violation of a court order (not to mention a deliberate and insufferable affront to the people of Reno). Their unwillingness to pay their fair share merely compounds the insult.

Signature C B Moore

Street 6415 Longley Lane, #15

City Reno State NV Zip 89511

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Dorothy K. Moore and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Please allow an Environmental Impact Statement to be conducted before implementing any kind of trainway.

Signature Dmoore

Street 1380 Carlin #22

City Reno State NV Zip 89503

RECEIVED OCT 8 1997 MAIL MANAGEMENT STB

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 8, 1997
DOCUMENT # 10-15-97 11:44:55am
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
RECD: 10-10-97
DOCUMENT # 10-21-97 6:42:01pm
32760 RL.04

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 10 1997
MAIL MANAGEMENT STR

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Russell O. Morgan Phone/Fax 702-425-6606

Organization & Title (if applicable)

Address 40 Virgil Drive

City/State/Zip Sparks, NV 89436

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

The STB's Tier One Recommendations to mitigate the effects of additional train traffic through Reno and Sparks does not address the most important issue: the increased potential for an accident involving a train carrying nuclear waste.

An accident involving a train carrying nuclear waste would have a devastating effect on the community and its principal drinking water supply, the Truckee River.

The STB's recommendation to increase train speeds through Reno and Sparks would result in a greatly increased risk of an accident. When coupled with the increased volume of trains through town, the risk of an accident increases exponentially. There are two sets of tracks through town. What if, by accide. a westbound train is directed onto the tracks that are already being utilized by an eastbound train? And what if one of those trains is carrying nuclear waste? The increased number of trains makes this scenario much more than a remote possibility. The possible result is beyond scary.

*(If necessary please continue your comments on the other side)*

I strongly encourage the STB to require UP/SP to conduct a full Enviromental Impact Study to consider all the impacts of the increased train traffic through the Reno-Sparks area.

*Bourne Morris*




October 13, 1997

Surface Transportation Board
Office of the Secretary
Finance Docket 32760
1925 K. Street Room 700
Washington, D.C. 20423

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:27:15pm
FD#32760 RL.04

Re: Railroad Traffic Through Reno, Nevada

This letter requests your agency require an environmental impact statement before Union Pacific increases their train traffic through our community. It further requests that Union Pacific be required to pay its fair share of the project to depress the tracks underneath the downtown area of our city.

Many of us in this community have worked for years to improve the quality of life in this area. We urge you to help us make sure Union Pacific does not do serious damage to our efforts and to our city.

Thank you very much,

Bourne Morris

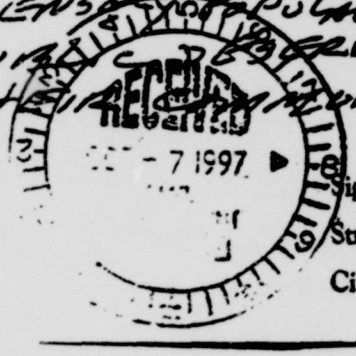
Bourne Morris

*1815 Wendy Way • Reno, Nevada 89509 • 702-826-9656 • bgmorris@unr.edu*

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is RAY MORRIS and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

INCREASE HAZARDS IN A DENSELY POPULATED AREA. THE PUBLIC DEPENDS ON RAILROAD TO PROVIDE SAFETY IN THEIR COMMUNITY




Signature Ray Morris

Street 3161 WEDGEWOOD CT.

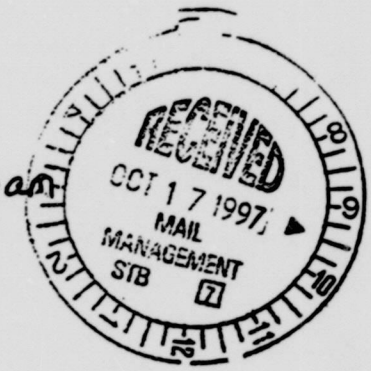
City RENO State NV Zip 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 1.54.22pm

FD# 32760 RL.04

**JUDITH MOSS**
**P.O. BOX 203**
**SPARKS, NV 89431**

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-17-97
DOCUMENT # 10-20-97 11:52:16 am
FD#32760 RL.04




October 9, 1997

Attn: Elaine Kaiser, Chief, Section of Environmental Analysis
Office of the Secretary, Surface Transportation Board
Finance Docket 32760
1925 K Street, NW - Room 700
Washington, DC 20423

RE: Reno Mitigation Study

Dear Ms. Kaiser:

As a citizen and business owner in the Reno-Sparks community, I am requesting that a full study be conducted to guaranty that our air and water quality issues as well as safety are all carefully analyzed prior to any increase in the number of trains going through our community.

An environmental Impact Statement should be conducted prior to any plan being implemented.

Union Pacific should negotiate with the City of Reno and pay its fair share of the cost of any trainway plan.

Safety issues relating to children and traveling to and from schools should be addressed. Trains speeding faster through our city cannot be safer, especially for children.

We, the people who live here, need constructive solutions to address this situation and ask for your help.

Sincerely,

Judith Moss

Judith Moss

# Comment Sheet
## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study:

Name: Judith Hess Phone/Fax: 323-4372
Organization & Title (if applicable): Dunsmuir Ice Co
Address: 75 W Arlington Street
City/State/Zip: Reno NV 89507

Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:18:54pm
FD#32760 RL.04

(If necessary please continue your comments on the other side)

**JUDITH MOSS**
**P.O. BOX 283**
**SPARKS, NV 89431**

October 9, 1997

Attn: Elaine Kaiser, Chief, Section of Environmental Analysis
Office of the Secretary, Surface Transportation Board
Finance Docket 32760
1925 K Street, NW - Room 700
Washington, DC 20423

RE: Reno Mitigation Study

Dear Ms. Kaiser:

As a citizen and business owner in the Reno-Sparks community, I am requesting that a full study be conducted to guaranty that our air and water quality issues as well as safety are all carefully analyzed prior to any increase in the number of trains going through our community.

An environmental Impact Statement should be conducted prior to any plan being implemented.

Union Pacific should negotiate with the City of Reno and pay its fair share of the cost of any trainway plan.

Safety issues relating to children and traveling to and from schools should be addressed. Trains speeding faster through our city cannot be safer, especially for children.

We, the people who live here, need constructive solutions to address this situation and ask for your help.

Sincerely,

Judith Moss

Office of the Secretary
Surface Transportation Board
Finance Docket 32760
1925 K Street NW, Room 700
Washington, DC 20078-5646
Attn: Elaine K Kaiser
Chief, Section of Environmental Analysis




October 09, 1997

Stuart C. Moyle
805 Kuenzli St., #216
Reno, NV. 89502
(702) 324-4249

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:37:18pm
FD#32760 RL04

Dear Ms. Kaiser:

I am writing in regards to the merger of the Union Pacific RR and the Southern Pacific RR and the impact it will have on the community of Reno, NV. When this merger proposal was first proposed by the Union Pacific and the Southern Pacific railroads, they proposed to pay the whole bill.

Now that it looks like this merger is in fact a reality, they are offering only $35 million for the new construction. The estimate for this new construction is about $182 million. I feel that this estimate is way too low - more like $300 - 400 million. A project of this magnitude will take in the neighborhood of about 10 years from initial preliminary plans thru final completion, baring any complication. There are a lot more to this project than just placing the railroad underground, as proposed, than meets the naked eye. Anyone that has been involved in any major construction knows this.

I am very curious to know what the Federal Anti-trust Board had to say in the ruling on this merger and what guidelines and stipulations put on this merger. For on any ruling, it is what is good for the people as a whole tat is important, but often forgotten.

There is the issue of radioactive material being transported thru this area. As a former FEMA certified RADEF Instructor III I am less concerned about this issue as I am about other HAZMAT materials, particularly those defined under SARA Title III. If the automobile followed the same stringent guidelines as for radioactive materials, how safe this world would be.

Whether this new construction is above grade or below, it will have to happen. What is important is public safety, environmental protection, and each party involved pay its fair share. I feel that the railroad has the most to gain and should bear half of the actual costs. The remainder should be divided between the State, County, and local governments.

Where this goes no one knows for certain, other than it has to happen. There are so many issues that need to be addressed, so much planning an coordination that needs to be developed. I only hope and pray that the first consideration will be to the people and not to just a select few. I, for one, would like to see the public more personally involved.

I thank you for the time to read this letter and wish you ell in your decisions, whether I agree or disagree.

Sincerely,

Stuart C. Moyle

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 2:35:41pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Blanche Myer and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

We, The residents of Reno, need an "independent Council." If you (STB) personally lived here you would obviously be more concerned. Please we want an EIR AND UP must pay for Deepening the Trainway AS they previously proposed.

Signature Blanche L. Myer
Street 1995 View Crest Dr.
City Reno State NV Zip 89511

NAPZ DRAYAGE

P.O. BOX AC. SPARKS, NEVADA 89432. (702) 356-7771
FAX (702) 356-7311

October 15, 1997

Office of the Secretary
Case Control Unit
Surface Transportation Board
1925 K Street, NW, Room 700
Washington DC 20423-0001
Attn: Elaine K. Kaiser
Chief of Environmental Analysis
Environmental Filing - Designate Reno

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-21-97
DOCUMENT # 10-28-97 11:11:45am
FD#32760
2.04

Gentlemen:

This letter supports The Board's decision to not require an Environmental Impact Study concerning the UP/SP Merger's effect on Reno, and The Preliminary Mitigation Study, as written.

The decision not to require an Environmental Impact Study has a number of facts on it's side. The primary facts being:

* Historically train traffic through the area has fluctuated from highs during the Second World War of over 50 trains a day, to a low of 12.7 trains a day just before the merger. When a railroad serves an area for over a hundred years, that area must have come to expect fluctuations in rail traffic. Additionally, since thirty trains a day was common until the mid 1980's, the generally accepted number of twenty four trains a day within the next few years is not, in reality, an increase at all. Since mitigation for real problems that could be caused by this merger should be based on reality, and the reality is that this merger will not be increasing the train traffic through Reno, the "additional" impact to Reno does not exist.

Along the same line, your Board was criticized by The City of Reno for not projecting the possible increase in train traffic for more than the next few years. If the train traffic through Reno has decreased by more than 50% in the last ten years, (from 30 trains a day, down to 12.7), why should the Board be criticized for not projecting further into the future? Should pressure be applied to project more into the future, I request consideration be given to averaging train volumes over the last 20 - 25 years, rather than the last train per day average just before the merger application. If it is fair to project forward, it is certainly fair to get a more historical picture by looking back.

* Criticism of your Board from the City of Reno concerning your "failure" to evaluate under crossings is, I feel, typical of the tactics used by Reno to frustrate consideration of any position not agreeing with theirs. I attended all meetings of the Task Force,

and I remember your people asking for suggestions as to which potential crossing points to study. The Reno people refused, not only to endorse particular crossing points, but to give any cooperation to the STB, on this point, at all. Your people asked for suggestions on a number of occasions, and were never given answers by Reno officials. I was not officially representing anyone but myself, an interested citizen of this area. As the largest drayage company in the state, however, I was trying to represent the interests of the large warehousing and distribution community in northern Nevada. I commented in the "public comments section" of one of the meetings, that crossings should be considered at Arlington and Evans Avenues. My reasoning was that Arlington would give access to St. Mary's Hospital from the South, and Evans would be next to the Main Fire Station. As I recall, a comment was made by the representative of the Fire Department that the streets crossed would have to be given study for access by the Fire Department after they were "cut" by the lowering of the roadway. My thought at the time was that "the ball was back in Reno's court", and they would have to get back to you. Again, if they did not respond, and in fact refused to even cooperate with you, why are they complaining?

Like the gentleman from The City of Sparks, I was frustrated by the lack of cooperation with your Board by The City of Reno. Additionally, I was frustrated by the fact that almost all the people on the "Task Force" were employees of, or contracted with The City of Reno, an agency known to be predigest against Union Pacific. All governmental agencies represented, with the exception of Sparks, were also known to be anti UP, and the other "concerned groups" represented entities trying to get the railroad to pay for everything. I pointed this fact out and the fact that the area's second largest industry, warehousing and distribution, was not represented on the "Task Force". Someone, I don't know who, appointed a gentleman from Dermody Properties to the "Task Force". That gentleman did not attend a single meeting! To tell the truth, I can't blame him, as his company often has to appear before The Reno City Council requesting zoning changes. If I were in his shoes, I wouldn't want to cross them one week and have to request a zoning change a week later. A gentleman employed by the largest outbound intermodal shipper was eventually appointed as an alternate representative. His views were generally in agreement with mine, and, although I may be being presumptions, I feel he would agree with my contention that "The UP/SP Mitigation Task Force" is a Blue Ribbon Committee put together by The City of Reno to "Rubber Stamp" the views of The City of Reno, concerning this merger".

* I blame Reno for the lack of progress in solving problems having to do with sharing the Truckee Meadows with the railroad. Until Wells overpass was built, something like thirty years ago, Reno had

one underpass. Sparks, on the other hand, has NO at grade crossings. Sparks solved it's problems, while Reno did nothing. Union Pacific offered 35 million dollars to provide half the funding for two under crossings. Two under crossings would have doubled the unimpeded crossings available in Reno. There is no projection on anyone's part that even comes close to really doubling the number of trains traveling through our area. Even at 24 trains a day, we won't reach the numbers common in the mid 1980's. The offer by UP to finance half the cost of doubling the crossings, while not substantially increasing the train traffic is proof that Union Pacific is a good Corporate Citizen of our area, and bargained in good faith.

Your Board was insulted, sandbagged, put off, not answered, badgered, and receiver no cooperation from The City of Reno. I feel they were forced to "continue to ride through the Valley of Death", much like the Light Brigade. They were shelled on all sides, sniped at, and impeded at every turn. Yet they continued to study and evaluate reasonable options. I feel the options they recommend are reasonable and prudent. I feel these options, should they become required mitigation, will solve the "so called" problems caused by this merger. Unfortunately, like the Light Brigade, we failed to reach our objective, that is, the best solution to rail related problems for the people of our area. I would like to have seen the depressed rail line through downtown Reno, and failing that, the additional crossings Union Pacific offered to help finance. As it turns out, I may see neither, but, not because of The STB or Union Pacific. Failure to arrive at the best solutions for The City of Reno should be placed at Reno's doorstep. Posturing, propaganda, and litigation, are not substitutes for negotiating in good faith.

Thank you for considering my positions on the above.

Sincerely,

Frank Napierski

Frank Napierski
President

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 3:24:15pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is HARRIET D. NELSON and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

The Surface Transportation Board totally benefits the Union Pacific and the profits it will be making at the cost of all the people living in the Truckee Meadows area. Too many facets of the public's safety, health-wise, and quality of life will be jeopardized. The plan must be studied further.

Signature Harriet D. Nelson

Street 2376 Silver Ridge

City Reno State NV Zip 89509

October 1, 1997

Dear Ms. Kaiser,

I am horrified with the vision of the route that is planned through the center of Reno due to the Railroad Merger.

The effects of it could mean a death sentence to this city.

Trains carrying hazardous materials should not be allowed to pass through Reno at any time.

The tracks should be lowered and the railroad should pay for at least half of the cost.

We know that the railroads have had many accidents and we cannot stand by to watch the destruction of a city that means so much to us.

I have been a resident of Reno for over 22 years, coming from Michigan.

Please do not allow the ruin of a wonderful city like Reno.

Sincerely yours,

Dorothy B. Newberg

2000 Dant Blvd.

Reno, NV.

89509




CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 5:15:47 pm

ID#3276 RL.04

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Lisa NEWBERG Phone 321-8303 Date 10/9/97

Organization & Title (if applicable) _____

Address 3605 SKYLINE BLVD

City/State/Zip RENO NV 89509

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

We require an EIS be done + the depressed railway be installed at the railroads Expense.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 11:40:18am
FD#32760 RL 04

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT FD#32760 9/29/97
REC'D: 10-7-97 RL.04
DOCUMENT # 10-10-97 3:10:58 pm WILLIAM C. NEWBERG



ELAINE K. KAISER
CHIEF OF ENVIRONMENTAL ANALYS
SURFACE TRANSPORTATION BOARD
WASHINGTON D.C.

DEAR MS KAISER:

I HAVE BEEN A CITIZEN OF RENO, NV. FOR OVER 22 YEARS AND I AM VERY CONCERNED ABOUT THE RAILROAD PROBLEMS WITH THE ROUTE THROUGH THE CENTER OF RENO, NOW THAT THE RAILROAD MERGER IS UPON US.

1) THERE DEFINITELY SHOULD BE AN ENVIRONMENTAL IMPACT STUDY MADE ON THE EFFECTS OF THE INCREASE IN THE NUMBER OF TRAINS THRU THE CITY

2) THE TRACKS SHOULD BE LOWERED FOR HEALTH & SAFETY REASONS AND THE RAILROAD COMPANY SHOULD PAY FOR AT LEAST HALF THE COST.

3) NO TRAINS CARRYING NUCLEAR MATERIAL SHOULD BE ALLOWED TO PASS THROUGH RENO AT ANY TIME AS WELL AS OTHER HAZARDOUS MATERIALS LIKELY TO CAUSE FIRES OR EXPLOSIONS, IF AN ACCIDENT OCCURS.

SINCE YOU ARE IN A POSITION OF IMPORTANCE YOU CAN HELP US ON THIS PROBLEM. HOPE YOU WILL COME TO RENO AND VISIT US AND SEE THE PROBLEM FIRST HAND

SINCERELY
WILLIAM C. NEWBERG SR.
2000 DANT BLVD
RENO, NV 89509

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 3:12:48 pm
ID#32760 RL.04

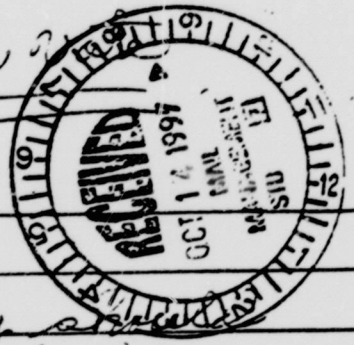
Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is June Nielsen and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

DON'T AGREE WITH THIS PLAN. IT WILL ONLY BAND-AID THE PROBLEM. LET'S BUILD UNDERGROUND OR OVERGROUND RAIL SYSTEM WITH THE RAIL ROAD ASSUMING MORE RESPONSIBILITY. MOVE ALONG WITH THE 90'S.

Signature June Nielsen
Street 6643 STONE VALLEY DR.
City RENO State NV Zip 89523

How about a [illegible]



RECEIVED
OCT 14 1997
MAIL MANAGEMENT
SIU

We think they should let the passenger trains, & Amtrak, plus a few of the trains that don't have Toxic material still go thru Reno. Leaving the tracks as they are now.

There's a lot of empty land no. of Reno - go thru there out by Border town, Leave Reno out of it - would be cheaper in the long run. Toxic material going thru Reno - would just be one big disaster waiting to happen.

So is the Airport - shouldn't be added to - Take it north of town - Sacto's Airport must be 20 miles out of town - Leave those people alone where theirs trying to buy their land (ever).

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:01:18pm
ID# 32760 RL.04

It would cost a lot less, than all the Law Suits in the long run - Besides what could happen! What a noisy mess that would be for all who live within 10 miles of downtown, & all the Casions - The hospitals, Tourist & etc! Good-Bye Reno.

# Comment Sheet

**UP/SP Merger**
**Reno Mitigation Study**

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 9:45:56
RL.04 FD32760

Please use this page to submit your comments about the Reno Mitigation Study. You may submit your comments this evening or submit an original and 10 copies to the address listed below by October 16, 1997. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name GREG NOVAK Phone 702 687-1203 Date 10/9/97

Organization & Title (if applicable) FHWA - NEVADA DIVISION - TRAFFIC & SAFETY ENGINEER

Address 705 N. PLAZA ST. SUITE 220 CARSON CITY, NV 89701

City/State/Zip

*Please mail an original and 10 copies of your written comments to: Office of the Secretary, Case Control Unit, Finance Docket No. 32760, Surface Transportation Board, 1925 K Street, NW, Room 700, Washington, DC 20423-0001, Attention: Elaine K. Kaiser, Chief, Section of Environmental Analysis, Environmental Filing - Reno.*

1. The connection to the Reno ECC is a good coordination technique. A connection should also be made to the City of Reno traffic signal system. A project to upgrade that system will begin in late 1997 and be completed in mid-1998 (it will also include the City of Sparks, Washoe County, NDOT, and Washoe County). Advance warning approaching trains will allow for better highway traffic signal coordination, further minimizing delays. A similar project is underway with Union Pacific in San Antonio (known as AWARD). The existing City of Reno system keeps a record on traffic signal pre-emption time, and the new system will too. The materials handed out do not recognize any problems with railroad-highway traffic signal pre-emption (e.g. For River Grove), but more progress needs to be made in Reno. The mitigation plan should help implement the findings of that effo
2. The accident data does not seem to include trespass violations. Trespass accidents are not as high as grade crossing accidents. In downtown Reno trespass is probably more of a problem. We have fenced much of the ROW, but the mitigation plan should discuss more fencing, and possibly lighting the railroad ROW. The limits may need to be increased outside the downtown area.
3. The use of 4-quadrant gates and pedestrian skirts will help. The special, new pedestrian signs will probably require FHWA approval. The Manual on Uniform Traffic Control Devices is the standard.
4. The merger mitigation plan should also endorse the closure of some existing crossings (eg. Morrill Ave
5. The FRA accident prediction model used to include train speed as a variable. Train count is no dou more of a factor, but increased train speed will likely increase the number and severity of accidents.
6. Grade separations will help, especially one at Keystone. A detour is possible for highway traffic at the recently reconstructed Vine St. crossing.
7. Impacts in the City of Sparks should be addressed (at the Galletti Way crossing). An ECC connecti for the Sparks Police Department may also be needed.
8. One week for written comments is too short and about half of what we use for highway projects.

(If necessary, please continue your comments on the reverse side.)

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:39.49pm
ID# 32760 RL04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is Octavio P and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

Imagine That you have a accident car The ambulance can not pick up you because The Train obstructed on the road. Think about it.

Signature Plascencia Octavio
Street 2985 Shady Creek ct.
City Reno State NV Zip 89523

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
OCT 22 1997
AJAL
MANAGEMENT
STB 7

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name Lauren Ohlin Phone/Fax 746 3500

Organization & Title (if applicable) _____

Address 1670 Peavine Rd

City/State/Zip Reno NV 89503

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Please be a good corporate citizen and lower the tracks. You have an obligation to public safety - faster trains means more death & accidents - take care of this matter once & for all!

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-22-97
DOCUMENT # 10-29-97 5:49:38pm
FD # 32760 RL.04

*(If necessary please continue your comments on the other side)*

# Comment Sheet
## UP/SP Merger
## Reno Mitigation Study

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name: Frank Omboli Phone/Fax: 829-2282 829-1085
Organization & Title (if applicable): Omboli Interiors, Inc. Sec/Tres.
Address: P. O. Box: 10648
City/State/Zip: Reno, Nevada 89510

Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.

Railroad crossing delays are too long now. If allowed to merge, there will be many more delays and noise pollution. We the people of Reno should not have to put up with this while UP is doubling or tripleing their business and profits.

It is my opinion that if the merger goes through, UP lowers the tracks through Reno at their expense. The people of Reno should not have to pay any part of the related costs.

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-14-97 4:20:34 pm
FD#32760 RL.04

(If necessary please continue your comments on the other side)

# Comment Sheet
## UP/SP Merger
## Reno Mitigation Study

**ENVIRONMENTAL DOCUMENT**

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.


Name: TED OSGOOD Phone/Fax: 702-329-6469
Organization & Title (if applicable): OSGOOD ENGINEERS, INC PRESIDENT
Address: 150 VINE ST.
City/State/Zip: RENO, NEV 89503


Please mail completed comment sheet to : Office of the Secretary, Surface Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC. 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis

FASTER TRAINS - THIS SOUNDS LIKE THE WESTERN SONG:

"FASTER ~~HORSES~~,, STRONGER WHISKY, LOOSER WOMEN"....

LETS BURY THE TRAIN - BURY THIS ISSUE AND BURY OUR PROBLEMS. PRODUCE A "REAL" E.I.S., LOWER THE TRACKS AND HAVE THE R.R. PAY ITS FAIR SHARE.

(If necessary please continue your comments on the other side)

CENTRAL ADMINISTRATIVE UNIT
REC'D: Oct 14, 1997
DOCUMENT # 10-16-97 4:32:30pm
FD# 32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-15-97
DOCUMENT # 10-19-97 1:18:03pm
ID#32760 RL04

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington, DC 20423.

STB: My name is ELAINE PALMER and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

RECEIVED OCT 10 1997 MAIL MANAGEMENT STB

Delays in emergency response police for HAZARDOUS WASTE TRANSPORTATION Derailments, Accidents, deaths Quality of Life - Tainting of Skies/Water Public NUISANCE, NOISE - Economy Safety TRAFFIC Delays Disturbances by more NOISE, whistles etc.

Signature Elaine Palmer
Street 1237A Kietzke Ln
City Reno State NV Zip 89502

Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW- Room 700, Washington DC 20423.

STB: My name is Walter T. Palmer JR. and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am against making a Ditch for the trains. I can imag[illegible] much Diesel smoke will [illegible] of the Ditch. ~~LEAVE THE [illegible]~~ ~~[illegible]~~. ~~They were here before Reno and are part of the [illegible] of Reno!~~

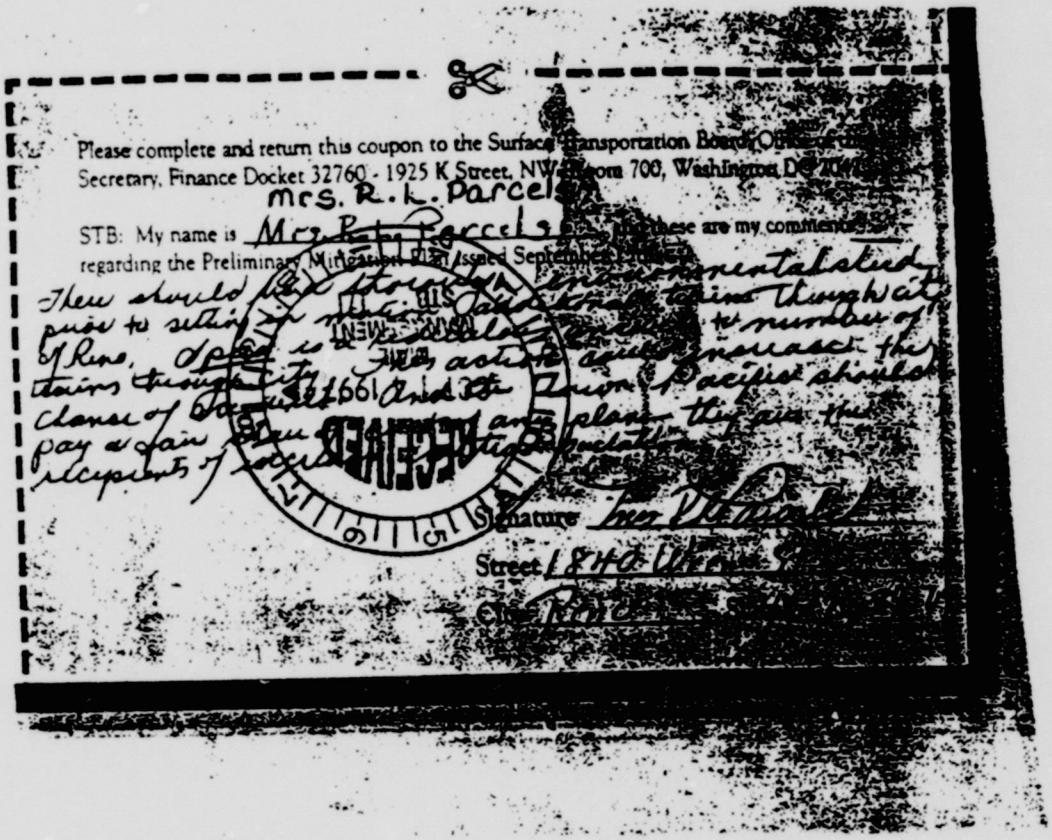
Signature Walter T. Palmer JR.

Street 2440 - Skyview Dr.

City Reno State NV Zip 89523

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-7-97
DOCUMENT # 10-9-97 2:35:38 pm

ID# 3276 RL.04



Please complete and return this coupon to the Surface Transportation Board, Office of the Secretary, Finance Docket 32760 - 1925 K Street, NW, Room 700, Washington DC 20[illegible]

STB: My name is Mrs. R. L. Parcels and these are my comments regarding the Preliminary Mitigation Plan issued September [illegible]

There should [illegible] thorough environmental study prior to setting in motion [illegible] trains through city of Reno. [illegible] is a [illegible] to number of trains through city. This action could increase the chance of [illegible] And the Union Pacific should pay a fair [illegible] any plan they are the recipients of [illegible]

Signature Mrs R L Parcels

Street 1840 [illegible]

City Reno

RECEIVED 1997

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-27-97 4:33:58pm
FD#32760 RL.04

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-23-97 4:07:31pm
FD#32760 RL.04

Please complete and return this pre-paid public response card to the Surface Transportation Board. Thank you.

STB: My name is R NELSON PARRISH and these are my comments regarding the Preliminary Mitigation Plan issued September 15th.

I am a college student living in Nye Hall - Those trains keep me awake at night. I don't need them any longer or louder than they are now.

Signature R NELSON PARRISH
Street P.O. Box 14441
City RENO State NV Zip 89507

# Comment Sheet

## UF/SP Merger
## Reno Mitigation Study

9/26/97

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

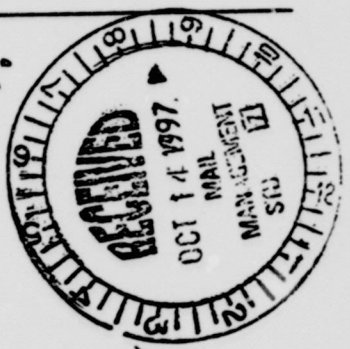
Name Roz Parry Phone/Fax 702-329-1041

Organization & Title (if applicable) President/Owner - Roz Parry Public Relations

Address 795 Robin St.

City/State/Zip Reno, NV. 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*




Areas which must be addressed:

- Depressed tracks
- Hazardous ~~Materials~~ Problems
- Limit # of trains over 5-10 year period
- Establish fund for help to city for Hazardous materials spill + crashes.
- Do EIS study ASAP!

CENTRAL ADMINISTRATIVE UNIT
REC'D: 10-14-97
DOCUMENT # 10-17-97 1:36:46pm
FD#32760 RL.04

*(If necessary please continue your comments on the other side)*

# Comment Sheet

## UP/SP Merger
## Reno Mitigation Study

RECEIVED
SEP 30 1997
MAIL MANAGEMENT

Please use this page to submit your comments about the Reno Mitigation Study. Please be as specific and concise as possible. Identify page numbers where applicable. We thank you for your interest in the UP/SP Merger Reno Mitigation Study.

Name FRANK PARTLOW Phone/Fax (702) 746-3222 / 746 3222

Organization & Title (if applicable) N/A

Address 15 SCATTERGUN CIRCLE

City/State/Zip RENO, NV 89509

*Please mail completed comment sheet to: Office of the Secretary, Surfact Transportation Board, Finance Docket 32760, 1925 K Street, NW, Room 700 Washington, DC, 20423, Attention: Elaine Kaiser, Chief, Section of Environmental Analysis.*

Given UP's recent and well-publicized safety violations under active investigation by the FRA, these Tier One PMP mitigation measures, which amount to attempting to make downtown Reno safe for speeding trains, are a logical, legal and public relations nightmare.

UP's safety record and increasing numbers of crossing accidents point logically to maximizing grade separations wherever possible, particularly in urban areas (ever been to Europe?). Reno and the UP should be forced back to the negotiating table to look realistically at engineering and funding options to accomplish maximum grade separation over time. STB can do that by raising UP's Tier One ante beyond the inadequate $3[redacted]ion it offered.

The first post-mitigation vehicle-train crossing accident death attributable to increased train speed will probably result in major law suits against everyone connected with this flawed plan, not least the consultant who recommended it and the STB which approved it.

The PMP is an affront to what had heretofore been a benign public attitude in this region. It says safety and environmental impacts mean nothing to federal authorities charged with regulation of both, and communities far from the beltway with small congressional delegations don't matter.

The study's fatal data flaw is its failure to estimate traffic beyond a contrived five-year horizon. Twenty speeding trains have one impact. Forty, which is not an unreasonable longer term estimate, create vastly expanded analytical potentialities which this study entirely and conveniently ignore.

*(If necessary please continue your comments on the other side)*

CENTRAL ADMINISTRATIVE UNIT
REC'D: Sept 30, 1997
DOCUMENT # 10-11-97 3:43:31 pm
FD #32760 RL04