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ORIGINAL

From: Sierrafarming@aol.com
Sent: Monday, October 15, 2007 9:00 AM
To: Brian Lehman
Subject: Re: Central Ave. Crossing - Bowie
Dear Mr. Lehman:

RR-03639A-07-0347

I am happy to report that since the Bowie crossing problems were brought to the attention of the ACC and out in the local newspapers, the situation has improved greatly. Thank you to you and your colleagues for giving us the help we have needed for a long time. Personally, I have not waited an unreasonable amount of time in probably three months. An employee reported being held up "half an hour" at the crossing last week. If it genuinely was this long, my experience would say it was a very rare exception.

There is an evident change in the air at the crossing. When the crossing is blocked, the railroad employees actually seem to care that they are holding people up. Three days ago, I personally witnessed a railroad employee jogging to change a switch so the crossing could be opened faster. Historically they would mosey along without a care, practically showboating that they were in no hurry and didn't care that people were waiting.

It was also encouraging to hear that some time back, UP representatives met with Bruce Brown representing the Bowie Schools. This was a nice gesture of cooperation on the part of UP. Although, it would be nice had they solicited some input from those of us who personally use the crossing several times daily. It is noteworthy that Eastern Arizona Railroad representatives were reported to be conspicuously absent from this meeting. As I informed you in my June letter, EARR is the guilty party in most all the blockages at this crossing. Without their cooperation, it will be difficult at best to improve the blockages.

I suggest that perhaps this is a separate issue from the UP double tracking. In a nutshell, the sole traffic crossing in Bowie is right in the middle of a multi-track switching yard used predominantly by EARR. More trains per day zipping through at 70 mph will likely have minimal impact by itself. However, combining this with the switching operations taking place on the THIRD track at the crossing could cause us even more delays. To someone ignorant in the operations of switching rail cars, it appears the switching operations could easily be moved west of the crossing. Another obvious possibility would be to provide another crossing farther east in town.

Once again, thank you for your help. A big thank you to UP and whomever is responsible for finally acting on our troubles at the Bowie crossing.

Sincerely,
Mark Cook

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