

EI-6749

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March 11, 2008

David Navecky
STB Finance Docket No. 35095
Surface Transportation Board
395 E Street, SW
Washington, D.C. 20423-0001

Re: Port MacKenzie Rail Spur/Castle Mountain Earth Quake Fault

Dear Mr. Navecky,

Please consider this letter in favor of the Port MacKenzie to Willow route and opposed to the South Houston route.

Is the Houston route a safe and common sense place to build more rail road?

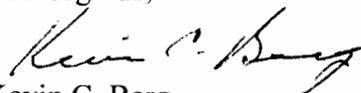
Please look at the circled area on the enclosed map. It shows the Houston South route. The following happens to a heavily loaded train coming from northern Alaska:

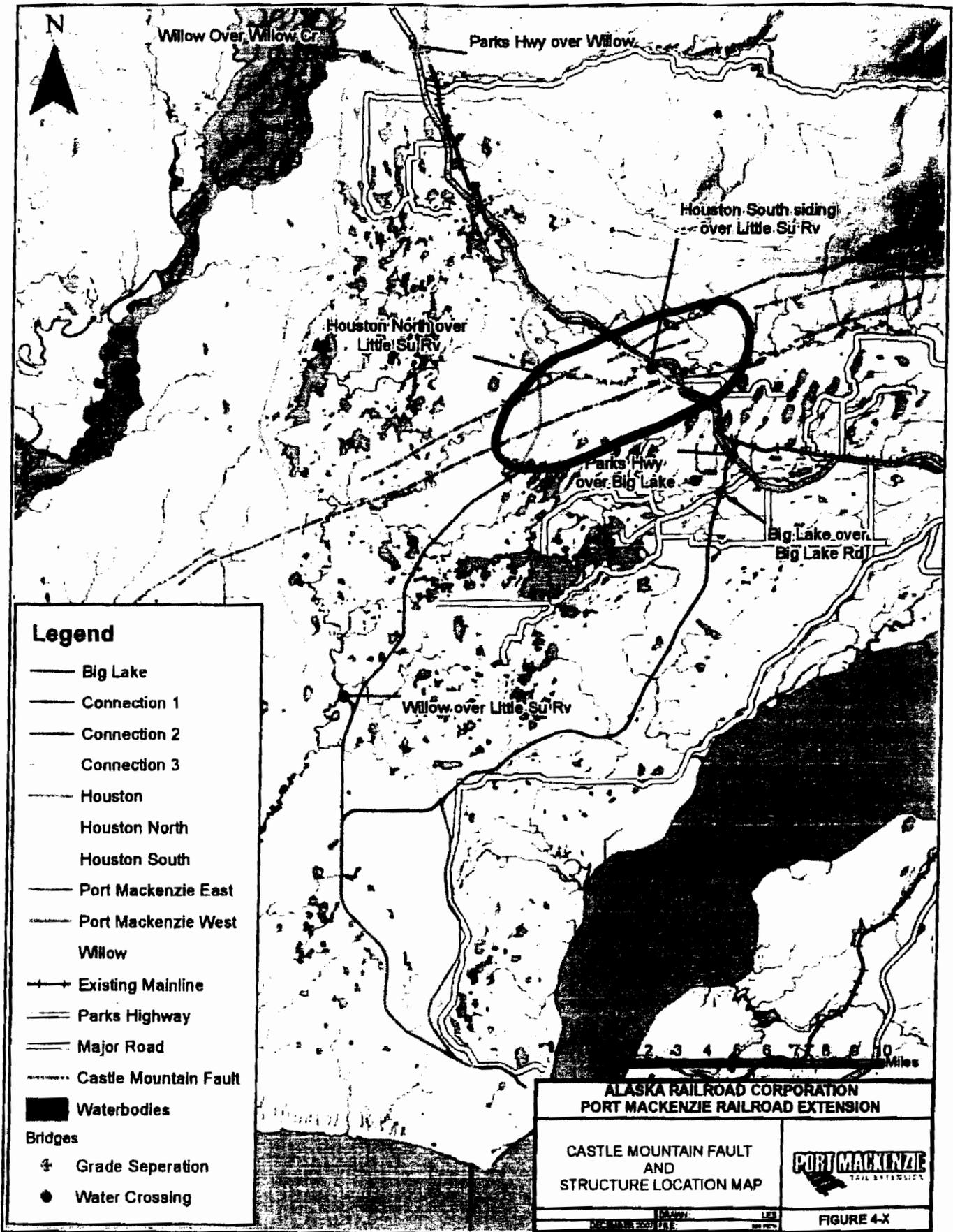
1. crosses the Castle Mountain Fault
2. crosses the Little Su River
3. crosses the Castle Mountain Fault again!
4. must slow down to make about a 70 degree turn
5. parallels the Castle Mountain Fault

All of the above activity happens within a 9-10 mile stretch of rail! Why take such a risk? It crosses a known fault twice + parallels the fault + crosses a river + it must slow down to make a roughly 70 degree turn. This is a bad area for anything to go wrong. A train wreck has happened in this area before...

There are better choices...please consider the Willow route rather than the South Houston route. It makes sense to stay away from "Mother Nature's Hazards".

Best regards,


Kevin C. Berg



Legend

- Big Lake
 - Connection 1
 - Connection 2
 - Connection 3
 - Houston
 - Houston North
 - Houston South
 - Port Mackenzie East
 - Port Mackenzie West
 - Willow
 - Existing Mainline
 - Parks Highway
 - Major Road
 - Castle Mountain Fault
 - Waterbodies
- Bridges**
- ⊕ Grade Separation
 - Water Crossing

**ALASKA RAILROAD CORPORATION
PORT MACKENZIE RAILROAD EXTENSION**

<p>CASTLE MOUNTAIN FAULT AND STRUCTURE LOCATION MAP</p>	
<p>DATE: _____</p> <p>DESIGNED BY: _____</p> <p>FILE: _____</p>	<p>LEA: _____</p> <p>SCALE: _____</p>

FIGURE 4-X

A washed out roadbed blamed for wreck
Anchorage Daily Times
August 11, 1971

Alaska Railroad officials blame water-softened roadbed for the derailment Monday of five engines and 11 cars of a freight train near Houston. The repair crews on the scene think it was a flash flood in the mountains that released a surge of water into the swollen Little Susitna River that caused the wreck. One engine unit was righted and towed to Houston Tuesday afternoon. Crews are presently at work building a new roadbed bypassing the wreck and the rail link is expected to be open tonight or tomorrow.

