

## Jean Jewell

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**From:** Ed Howell  
**Sent:** Tuesday, July 06, 2004 9:32 PM  
**To:** Jean Jewell; Ed Howell; Gene Fadness; Tonya Clark  
**Subject:** Comment acknowledgement

WWW Form Submission:

Tuesday, July 06, 2004  
8:32:22 PM

Case: Case No. GNW-R-04-1  
Name: Trelawny J. Bruce  
Street Address: 2266A Harmony Heights Road  
City: Orofino  
State: Idaho  
ZIP: 83544-9642  
Home Telephone: (208) 476-0292  
E-Mail: tjbruce@orofino-id.com  
Company: Great Northwest Railroad, Inc.  
mailing\_list\_yes\_no: yes  
Comment\_description: Address Group: Save the Railroad,

For those who attended the Public Utilities Commission hearing on June 28th, Dave Smith was the gentleman who presented the talking paper on a Coal-Fired Electrical Generation Plant at Jaype.

He has more excellent comments in the message that follows. I hope our Economic Development representatives can apply this information to "saving the railroad."

T.J.

----- Original Message -----

From: Dave Smith  
To: tjbruce@orofino-id.com  
Cc: smit8182@yahoo.com  
Sent: Tuesday, July 06, 2004 11:52 AM

T.J.,  
Thanks for all the work you are doing on this. I agree that the best option for the Jaype line preservation cause would be for someone to make an offer for the line. I know that Mike Williams, the erstwhile savior of the prairie line, has looked into buying it. It may be advisable to try and come up with some sort of public/private package along with Mr. Williams. I am not sure what public entity would be best for this type of venture, whether it be the county, CEDA, the Port of Lewiston, et al. But being able to provide public funding as a supplement to any private investment Mr. Williams might be willing to risk would be the best option in my view, although I would assume that Mr. Williams would want to continue to retain full autonomy.

In the meantime, regarding my proposal to recruit a merchant energy provider or public utility to construct a clean coal power plant in the Pierce area, the county economic development people should begin to contact all the private LLC's that have announced plans for such plants in Glens Ferry Id, Ely NV, Great Falls MT, and elsewhere, and see if they are interested in the Pierce area sites if they can get enough public supplemental funding commitments! I know from personal experience that some of these entities are hard to contact, with only mailing addresses available on the Internet. Others, such as the bigger firms like Avista or PPL, are easier to contact but harder to get a reply from an individual like myself. However, they are more likely to respond to inquiries from "official" entities such as CEDA, the county, or even staff members of our congressional delegations. It is crucial that such contacts be made ASAP with a clear mention of the unique benefits that may be available from locating a clean coal plant at the Jaype site and the funding opportunities available through the DOE's Clean Coal project solicitations. I have already spoken to persons in the BPA who did mention the availability of funding through BPA for construction of connecting power lines from the

Jaype site to the Dworshak sub, from where I am told the capacity is "unlimited".

Furthermore, it needs to be shown to IPUC and the STB that such inquiries are being made in earnest, so as to forstall any immediate abandonment approvals. The need for more time is crucial, since if the line is okayed for abandonment, the entire project becomes pointless for the Jaype site. Coal plants need rail access or they are not built!

Also, I should mention that I am only an independent transportation and energy researcher, and am not part of any official entity. The "Transmodal - transportation ideals" card I gave you is part of an old set I should have thrown out. It was a plan of mine to go official that never got off the ground, and I found that I am better off doing such research as a private individual rather than an official business for the time being. Besides, if I do "go public" my firm's name will be "Futuremodal". I do have card with the "Futuremodal" logo somewhere in the house, but I can't find them!

I do co-own two patents regarding a new double stack railcar design (and which I was hoping would be my meal ticket), but the company I assigned them to has decided not to build a prototype that would be available for the railroads to test, thus I doubt that we'll see production of my innovation anytime soon.

Finally, regarding the decision of Potlatch to stop shipping logs via rail from the Jaype area, my understanding is that the cost of repairing those flood damaged trestles is the major roadblock to the resumption of log shipping by rail. The costs to repair those trestles would have to be accounted for in any new hauling deal. The question I have is why isn't FEMA money being made available throught the county to repair those trestles and thus lower the price the railroad would charge to cover their "break even" point?

Sincerely,

Dave Smith  
Moscow, ID  
contact #509-332-3988

Transaction ID: 762032.21  
Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/ipuc>  
User Address: 64.126.189.130  
User Hostname: 64.126.189.130

## Jean Jewell

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**From:** Front  
**Sent:** Tuesday, July 06, 2004 9:32 AM  
**To:** Jean Jewell  
**Subject:** FW: Complaint acknowledgement

-----Original Message-----

From: Ed Howell  
Sent: Monday, July 05, 2004 6:29 PM  
To: Front; Beverly Barker; Ed Howell; Tonya Clark  
Subject: Complaint acknowledgement

WWW Form Submission:

Monday, July 05, 2004  
5:29:18 PM

Name: Raymond R. Klaudt  
Street\_Address: 2632 Blue Mountain Court  
City: Clarkston,  
State: Washington  
ZIP: 99403-1693  
Home\_Telephone: 5097584999  
Work\_Telephone: none  
E-Mail: rklaudt@orofino-id.com  
Business\_Name:  
Business\_Street\_Address:  
Business\_Phone:  
Complaint\_Company:  
Local\_Provider: Quest  
Contacted\_utility: No  
Complaint\_description: As a 36 year resident of Peck, Idaho I want to go on record as opposing the abandonment of the Pierce - Orofino railroad line, if there is any way it can be kept in business. It is a very important part of the local history.

Transaction ID: 751729.18  
Referred by: <http://www.puc.state.id.us/scripts/polyform.dll/cons>  
User Address: 204.52.247.29  
User Hostname: 204.52.247.29