

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Becca Fischer
Billings, Montana

Becca Fischer
710 Yellowstone
Billings, MT 59101

406-652-3186

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Russell Blalack
1081 Milky Way
Cupertino, CA 95014

408-996-9750

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- The proposed railroad would serve only one coal company, Arch Coal, which intends to sell the coal to China and other Asian countries. It does not meet the “public convenience and necessity” criteria.
- The railroad would devalue property and infringes on property rights, as it will cause fires, spread weeds, split ranch land in half and separate fields from the river. It will also shift the liability of train crossings to the landowner.
- The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- Taxes will increase for residents communities, as it will require expensive over passes and safety crossings paid for primarily by local taxpayers.
- The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. After the coal is mined, hauled by diesel-fueled trains to West Coast terminals, shipped overseas by diesel-fueled ships, it will then be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in carbon dioxide emissions.

Sincerely,

Denise & Jeff Barber
Helena, MT 59601

Denise Barber
513 Graham
Helena, MT 59601

(406) 457-9143

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

* relatively permanent and high cost social infrastructure should be directed toward areas of highest and best social utility, such as carrying people and useful goods between high volume markets over the useful life of the investment. As the long term market for coal is declining, coal carriage will continue to decrease as market share decreases and therefore this RR is a poor use of social resources.

- Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.

- Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.

- Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.

- Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.

- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go

far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,
Mark Mackin

Mark Mackin
4703 Almosta Rd
Helena, MT 59602

406-227-5237

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Alice Orr
5466 Tongue River Road
Birney, MT 59012

(615) 352-1813

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Nash Emrich
Architect
High Plains Architects
Billings, MT

Nash Emrich
230 Ave C
Billings, MT 59101

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely, Deborah Muth

Deborah Muth
39 Lightning Ln
Red Lodge, MT 59068

(406) 446-9850

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Saara Snow
927 W. Spruce St #3
Missoula, MT 59802

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Blaine Jensen
PO Box 3032
Billings, MT 59103

(406) 255-5362

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will likely cause fires, spread weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half, separate fields from the river, and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman and public resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Infrastructure and traffic:** Taxes will go up for resident communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers. Traffic delays will have considerable and tangible costs to businesses and residents in these communities.

The Tongue River Railroad will do nothing for our energy independence as this coal will burn in Chinese coal plants. The ranchers, taxpayers, and businesses owners in the communities along the rail lines are being expected to bear the costs of an energy resource that will not benefit them. The proposed railroad has limited benefit to the larger community and considerable costs. I respectfully urge the Surface Transportation Board to consider the full economic, environmental, and community impacts that the proposed Tongue River Railroad will create.

Sincerely,

Tyrrell Hibbard

Tyrrell Hibbard
816 1/2 5th Ave
Helena, MT 59601

(406) 223-8991

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Carolyn Walker
411 Woodworth Ave.
Missoula, MT 59801

(406) 327-8828

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Randy Schwickert
PO Box 1947
Whitefish, MT 59937

(406) 862-4804

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Eric VanderBeek
PO Box 811
Lewistown, MT 59457

(406) 538-3566

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Michael Enk
retired
PO Box 1408
Great Falls, MT 59403

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Laurie Lohrer
466 Snowberry Ln
Lewistown, MT 59457

(406) 538-5187

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

Hello,

I am writing to voice my disapproval of the building of new railroad lines simply to transport coal - and especially not to transport coal bound for other countries!

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Johanna DeVries,
1304 W. Montana
Livingston, MT 59047
406-222-3792

Jo DeVries
1304 W Montana
Livingston, MT 59047

(406) 224-1550

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Climate change is the issue by which our generation will be judged. To open an entire new coal haul system to exploit the largest remaining coal reserve is foolhardy and clearly endangers future generations.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

China is already awash in toxic coal emissions. It is not the purpose of the STB to create transportation systems that exacerbate such global problems.

I live next door to coal-mining communities and have seen the devastation that is wrought by these extractive operations.

Please choose the NO ACTION alternative for this project application.

Sincerely,

Rees Shearer
P.O. Box 117
Emory
Emory, VA 24327

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

I live in coal country in the Appalachian mountains of Virginia, and know the problems that strip-mining of coal brings. It is unnecessary to build this railroad to send coal offshore. Derail this project. Bellingham WA doesn't want or need that terminal either. It needs to be derailed now.

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to

West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Rachel Denham
Box 197
Emory, VA 24327

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Dick Forehand
Photographer
PO Box 1632
Box 1107
Red Lodge, MT 59068

(406) 446-1188

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

How does this plan benefit the citizens, the land, the water, and the wildlife of Montana?

If it harms rather than benefits these entities, the Board should reject it.

If it serves primarily to make profits for the railroad and Arch coal and sacrifices Montana people, land and water to supply coal to be burned in China and thus exacerbate climate change, the Board should reject it.

It will not serve the public and so cannot be based on takeover of private land.

It will reduce the value of adjacent lands

It will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.

It will result in harm to wildlife by spewing coal dust and other pollution onto land and water and bringing noise where there was tranquility.

It will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.

Taxes will go up for residents and communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially, causing traffic delays, noise, and diesel pollution. This increased traffic will require expensive overpasses and safety crossing which are paid for primarily by local taxpayers.

If you serve the taxpayers on Montana you will reject this utterly misguided plan.

Sincerely,

William Woodcock
2355 Virginia Street
Berkeley, CA 94709

(510) 843-8724

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Lindsay Arnold
2404 w 2nd ave
Apt k
Spokane, WA 99201

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. Missoula is one of the cities to be negatively affected by shipments to the coast. A dozen other cities along the railroad will absorb the traffic and receive no benefit.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

L.Jack Lyon
Box 9045
Missoula, MT 59807

(406) 542-2669

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Teresa Knudsen
3334 S. Division
Spokane, WA 99203

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should study and answer these questions:

- Is this for the public good: "convenience and necessity"? I say no. We need clean air more. Eminent domain is therefore not appropriate.
- Will it devalue property rights? Yes....just to make the coal companies rich.
- Wildlife: Does coal shipping degrade this valuable resource? I say it would and cause harmful environment economic effects.
- Flooding: Will the railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams? Yes.
- Noise: The loud trains will ruin the quiet? Yes. Quiet is a precious resource and commodity also.
- Will coal trains increase Infrastructure and traffic: These and many other nonfinancial costs will be born by local residents and taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions that blows back to my original home in Montana and my current home in WA state. THIS IS IMMORAL. FUTURE GENERATIONS WILL BE ASKING WHY DID WE DO THIS TO OURSELVES, OUR CHILDREN, OUR FUTURE AND OUR PLANET. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Carol Bryan
1616 West Clarke
Spokane , WA 992201

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Charles Nelson
13624 105th Ave NE
Kirkland, WA 98034

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Debra Hanneman
107 Whitetail Road
Whitehall, MT 59759

(406) 287-5408

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

As a Native Montanan, I hold the Tongue River Valley as one of Montana's most valuable assets that demands preservation, not sacrificed for Corporate profit of Arch Coal. This Railroad should not be constructed. The soul of Montana lives in this valley--Montana ranches, clean air, clear running water, places of solitude, sacred native sites, abundant wild life. The Tongue River Railroad has no place in this valley and should not be considered for placement here.

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- Public convenience and necessity: This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- Impacts on property values: The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- Wildlife: The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- Flooding: The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- Noise: The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- Infrastructure and traffic: Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the

coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Becky Mitchell

Becky Mitchell
3124 amelia Circle
Billings, MT 59106

(406) 425-1757

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Kevin Dowling
1825 10th St W
Billings, MT 59102

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

I would like to go on record in opposition to the proposed Tongue River Railroad. I urge you to take the "NO ACTION" option. To mine and ship coal to the Orient will help increase climate change to the point of global suicide. Furthermore, serious impacts on a number of smaller property holders and increased fragmentation of one of eastern Montana's beautiful river valleys is unconscionable. I am sure that I am not the only Montanan who finds the sacrifice of traditional farms, ranches and riparian beauty to greater out-of-state corporate profit obscene.

Sincerely,
T.H. Crawford
1300 Dry Creek School Rd.
Belgrade, MT 59714

Tim Crawford
15 South Tracy, Suite 8
Bozeman, MT 59715

(406) 585-9333

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

rachael richardson
32055 almond lane
damascus, VA 24236

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Alan Rolston

Alan Rolston
215 Aztec
Mancos, CO 81328

970-259-4754

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

Surface Transportation Board,
Tons of coal dust blow out the top of rail cars during transport. Thousands more trains passing through Montana communities will emit even more diesel exhaust. Both of these effluents are carcinogenic. The noise, speed, length, waiting times of 30-60 MORE trains daily comprise an OBVIOUS environmental impact on the towns, cities, countryside, and inhabitants they will traverse.

What about the environmental impact of shipping off to the heaviest polluting country on earth a consumable resource which has been sequestered beneath our soils for millions of years?

How about when WE need that coal in 300 or 500 years for our descendants because the current national policies prioritize fossil fuel consumption over 'renewable' energy?

THAT will be one heck of an environmental impact;
coal gone, burned up back in the 21st century by myopic
private enterprise focused only on extraction and sale,
with no thought for husbanding this fuel source?

Ann Harding
144 Daly
Hamilton, MT 59840

(406) 363-3032

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

To whome it may concern. Please register my objection to the Tongue River Railroad. I have listed the following reasons for my opposition.

1. The proposed land grab is not consistent with eminent domain laws.
2. The railroad will hurt property values and make farming and ranching operations more difficult and expensive, dividing farm and ranch lands, increasing environmental hardships such as flooding and pollution, and disruptive noise. It will also place increased liability on farmers and ranchers who's property is disected by the reailroad.
3. Degrade natural resources used for sport/hunting and recreational activities - what makes Montana unique.
4. Increase traffic delays in the communities through which the coal is traveling. Also increased noise and pollution in those communities.
5. Places the cost burden on the taxpayers - safe crossings and overpasses will be needed to be imstalled to accomodating train infrastructure - these will have to be paid for by the public.
6. The coal resource is not even for our own use! Arch coal has plans to sell OUR coal to China. We pay the consequences while they reap the profits. Not to mention the greenhouse gas impacts from transporting the coal across the world and the emissions from burning it in unregulated power plants - we ALL pay.

This is not in anyone's best interest, other than the companies who stand to profit at everyone else's expense. It is especially not fair to the local land owners and communities who will pay dearly with their own livelyhood and quality of life. Finally, the plans and arguments for this railroad are severely short-sighted. It's time to think about our future and NOT sacrifice long term health of MT and the USA for short term benefits that serve only a few powerful companies and far away countries. We can do better!

Thank you for your time and consideration.

God bless.

Anya Fiechtl

Anya Fiechtl
512 Ave C
Billings, MT 59102

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

John BAKEN
874 Tuxedo Blvd.
St. Louis, MO 63119

(314) 918-0907

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

Ladies and Gentleman,
Please please put the most stringent of scrutiny upon this proposed railroad. It is demanded of your responsibility as public servants to pursue what is necessary and good for the public's well being.

While I personally am shocked that this railroad is still even under consideration, apparently the corporate interests behind it will not quit, obviously because of the huge potential profits for their private enterprise.

There is no justification for this to be a 'plus' for the general community. All that will result is more pollution from the trains running, the coal being burned in an unclean manner in China and India. The added traffic on the rails (which is already being understated from the actual) will impact communities, neighborhoods, and wildlife.

Let's wake up.

Thank you for your service,
Bruce Rinnert

Bruce Rinnert
P.O. Box 7
McLeod, MT 59052

(406) 932-6612

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Sally Berg
77 West Rosebud Road
Fishtail, MT 59028

(352) 463-7803

Ken Blodgett
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Mr. Blodgett:

The environmental impact statement for the proposed Tongue River Railroad should analyze the following:

- **Public convenience and necessity:** This proposed railroad is not for the “public convenience and necessity” which is what is required in order for a body to get the power of eminent domain and condemnation authority. This railroad would serve only one coal company giant, Arch Coal, which intends to sell the coal to China and other Asian countries.
- **Impacts on property values:** The project would devalue property and infringes on property rights. This railroad will cause fires, spread weeds, devalue property (especially riverfront property), will make ranching and farming more difficult and expensive, will split ranch land in half and separate fields from the river and will shift the liability of train crossings to the landowner.
- **Wildlife:** The Tongue River Valley is rich in wildlife habitat and home to outstanding elk and mule deer populations as well as upland birds. Industrializing this valley with a railroad and the coal strip mine it serves will seriously degrade this excellent sportsman resource.
- **Flooding:** The railroad bed will act as an earthen dam and potentially worsen the flooding problems now experienced in Miles City in the winter with ice jams.
- **Noise:** The loud trains will ruin the quiet enjoyment of nearby recreation areas near Miles City.
- **Infrastructure and traffic:** Taxes will go up for residents communities along the rail lines as the coal heads to coastal ports for shipment. This railroad will increase coal train traffic substantially causing traffic delays, noise, and diesel pollution. The only way to live with this increased traffic will require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

The Tongue River Railroad will allow coal that should stay in the ground to be burned in dirty Chinese plants and will fuel intolerable, decades-long increases in Carbon Dioxide emissions. The greenhouse gas costs of Otter Creek coal go far beyond just burning the coal. It must be mined, hauled by trains fueled by diesel to West Coast terminals, shipped overseas by ships fueled by diesel, and then hauled in China to the plants.

Sincerely,

Norman Bishop
4898 Itana Circle
Bozeman, MT 59715