



Uinta Basin Railway

ENVIRONMENTAL IMPACT STATEMENT

How do I Submit Comments?

- **Written Comments:** Complete and submit this form at a public meeting, or mail your comments to the Surface Transportation Board's address at the bottom of this page.
- **Recorded Comments:** Provide your comments to a court reporter at a public meeting.
- **Electronic Comments:** Submit electronic comments by visiting the project website: www.uintabasinrailwayeis.com

Please refer to Docket No. FD 36284 in all correspondence addressed to the Surface Transportation Board. All comments must be received or postmarked by August 5, 2019.

See

Attached

Thanks,

Earl L. Reed

NOTE: When an individual chooses to submit an Environmental Comment or some Other Submissions, his or her personal contact information is considered public information and is shared within and outside of STB without additional authorization.

EARL L. REED

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**Comments may be submitted today
or mailed to:**

Surface Transportation Board
ATTN: Docket No. FD 36284
c/o 9300 Lee Highway
Fairfax, VA 22031

Mr. Josh Wayland
Surface Transportation Board

July 27, 2019

Mr. Wayland,

I attended and enjoyed the Public meeting 'Scoping' held in Vernal, UT on July 18th. I have only lived in Utah for thirteen months. My wife and I moved from Kingsport, TN to be with family (grandbabies).

One of the first things I missed here in Vernal was railroads. I lived in the greater Kingsport area for 74 years and was used to railroads everywhere. I had two Uncles that retired from Southern Railroad. Without rail service, Kingsport and surrounding areas would not be what they are today.

George Eastman founded Eastman Kodak in New York in 1888. With a need of an independent supply of chemicals for photographic processes, Tennessee Eastman was started in 1920. There was already some rail service in place in Kingsport with Clinchfield Railroad, now CSX, constructing a depot/train station here in 1905. Later, Southern Railways, now Norfolk Southern, was also serving the greater area and share some of the railways.

Soon other large companies built in Kingsport. Mead Paper Mill (Domtar), Kingsport Press (A large book printing plant, Blue Ridge Glass, and others started manufacturing and services. Without the rail services, this would not have happened.

Tennessee Eastman soon began to be, not only a chemical producer, but large in fibers, polyesters, plastics, adhesives (Eastman Glue). The list goes on.

In 1983 Eastman became the first manufacture in the U.S. to develop & commercialize technology that derived chemicals from 'coal' rather than petroleum. At one time Eastman was using up to 100 train carloads of coal daily using this process and generating most of their own electricity (later going to mostly natural gas for power generation). The coal came from mines in Southwest Virginia.

In 1994 Tennessee Eastman spun off from Eastman Kodak and became Eastman Chemical. They now have over forty manufacturing sites worldwide, employing approximately 15,000. As of about four years ago, Eastman Chemical moved their world headquarters to a newly constructed multi-million-dollar office complex at their Kingsport facility.

None of this would have been possible with the rail services in and around Kingsport.

Eastman Chemical also is in partnership with a huge munition's facility for the U.S. government in Kingsport. This facility produces many types of explosives for the government. The popular "RDX" was developed here. Again, they depend on rail service also.

As just a citizen of Vernal and what I have learned by self-study, I can see that the need for rail service is prevalent.

I hope this hasn't been too boring. Looking forward to seeing you at the next meeting in Vernal.

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