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David Navecky
STB Finance Docket No. 34658
Surface Transportation Board
395 E Street S.W.
Washington, DC 20423-0001

HELLO

My name is David Claxton and I thank you for this opportunity to respond to this forum. I am concerned about the route of the Northern Rail Extension because I have a cabin on the Richardson Clearwater.

1. The first question I have is, why can't this right of way be moved over to the military property or as close to it as possible? This would minimize the noise and vibration that will disturb the wildlife and fisheries on the remote beautiful river, and would move it farther from the wetlands, also the fact that we are there every weekend of the summer [May to October] using this creek for our recreation, and I personally don't want to hear a train going by when I'm trying to sleep or enjoy the solitude of this remote quiet river we call home for most of the summer. Our home in Fairbanks is about 5 miles on the back side of Birch Hill from the railroad that runs through town, and we can hear it from there. Your route has the NRE anywhere from 1/4 to 2 miles from the Clearwater. Also we have approximately 6 families who live there 24 hours a day from May to September and they have made remarks of having to listen to the railroad. Please move it far enough away so we don't have to listen to it.

2. I would also like to know what the railroad is prepared to do to keep the moose population that is going to be traveling this "new trail" from getting hit, on the railroad, like the problem you have down by Anchorage? I would like to see a trail in the 200-foot easement that is kept open for the moose to walk down to keep them off of the tracks.

3. One of my major concerns is the road that is going to be built alongside of the railroad. How much access is the public going to have and are you going to allow hunting on or use this for access to 20A management area? How about whistle stops along the railroad, as this could be a problem to this moose population, if easy access is allowed. Also the military doesn't need a road to move their equipment because they have the railroad to move it for them, and this is what I thought was the reason for the railroad being built in the first place.

4. I also would like to touch base on the fact that you are crossing two tributaries of the Richardson Clearwater. These are main incoming feeder streams for the level and clarity for this river plus these are spawning salmon and grayling beds up both of these streams. I also worry about toxic spills this close to streams and wetlands. This damage would be irreplaceable to the environment not to say the wildlife, fisheries, birds, ecology, landscape and watershed for this river. I defer to Alaska Fish and Wildlife on the damage that could be caused by a spill to any of

the regions along the corridor you are proposing now. If you moved the railroad to the farthest route next to the military border then straight across to the Donnelley turning point you would miss most if not all of the creeks and wet lands.

Thank you,

David Claxton 1-30-07

David Claxton

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