



Docket No. FD 30186

Hester Dillon to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/14/2013 12:03 AM

From: Hester Dillon <ehdillon@gmail.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Hester Dillon <ehdillon@gmail.com>

Jan 13, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Hester Dillon
736 N Ewing St
Helena, MT 59601-3605
(406) 449-2159



Docket No. FD 30186

Debra Bullington to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/13/2013 10:33 PM

From: Debra Bullington <3debrab@gmail.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Debra Bullington <3debrab@gmail.com>

Jan 13, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Debra Bullington
217 Spencer St
Helena, MT 59601-5780
(406) 547-4415



Docket No. FD 30186

Lisa Koyama to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/13/2013 05:03 PM

From: Lisa Koyama <lkoysb@yahoo.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Lisa Koyama <lkoysb@yahoo.com>

Jan 13, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Lisa Koyama
632 E Fridley St
Bozeman, MT 59715-3720
(406) 585-0395



Docket No. FD 30186

Barbara Booher to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/12/2013 05:02 PM

From: Barbara Booher <tedbarb@frontiernet.net>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Barbara Booher <tedbarb@frontiernet.net>

Jan 12, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Barbara Booher
PO Box 794
Troy, MT 59935-0794
(406) 295-1010



Docket No. FD 30186

Tricia Halbedel to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/12/2013 02:01 PM

From: Tricia Halbedel <tmhyellowstonemt@aol.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Tricia Halbedel <tmhyellowstonemt@aol.com>

Jan 12, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Tricia Halbedel
146 Teakwood Dr
Bozeman, MT 59718-9292
(406) 582-5187



Docket No. FD 30186

Jeanette Copeland to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/12/2013 12:59 AM

From: Jeanette Copeland <jeanette@bigsky.net>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Jeanette Copeland <jeanette@bigsky.net>

Jan 12, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Jeanette Copeland
1832 Montana St
Missoula, MT 59801-1404
(406) 728-2895



Docket No. FD 30186

Elaine Rose to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 10:29 PM

From: Elaine Rose <erose@blackfoot.net>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Elaine Rose <erose@blackfoot.net>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Elaine Rose
704 City Dr
Missoula, MT 59802-3606
(406) 543-3916



Docket No. FD 30186

Jean And Jack Atthowe to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 09:29 PM

From: Jean And Jack Atthowe <jean.atthowe@gmail.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Jean And Jack Atthowe <jean.atthowe@gmail.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken Blodgett

The number one priority for our planet and all those that live and breath on it, which is EVERY living thing, is climate change. Above all, this request for public agreement to the activities proposes is NOT in the interest of the above planet and all its passengers.

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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic

substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Jean And Jack Atthowe
730 S Sunset Bench Rd
Stevensville, MT 59870-6951
(406) 777-2644



Docket No. FD 30186

Robin Foster to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 08:29 PM

From: Robin Foster <rcfoster@blackfoot.net>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Robin Foster <rcfoster@blackfoot.net>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Robin Foster
500 Sloway Frontage Rd W
Saint Regis, MT 59866-9761
(406) 241-8291



Docket No. FD 30186

Lewis Kogan to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 06:59 PM

From: Lewis Kogan <lewis.kogan@gmail.com>
To: BlodgettK@stb.dot.gov
Sent by: Greenpeace <info@wdc.greenpeace.org>
Please respond to Lewis Kogan <lewis.kogan@gmail.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken Blodgett

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

Recreation: The Tongue River Valley is one of the most beautiful and remote valleys in Montana, and offers excellent recreation opportunities for hunting, floating, fishing, bicycling, etc. The noise and destruction of the natural aesthetic the constant stream of railroad cars would present would seriously damage the recreation opportunities this valley provides to all Montanans!

Public convenience and necessity: This proposed railroad is not for the "public convenience and necessity" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in

communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Lewis Kogan
818 Waverly St
Missoula, MT 59802-2628
(406) 529-6943



Docket No. FD 30186

DEBORAH CHITTICK to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 05:59 PM

From: DEBORAH CHITTICK <d.chittick@yahoo.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to DEBORAH CHITTICK <d.chittick@yahoo.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

DEBORAH CHITTICK
221 E Sussex Ave
Missoula, MT 59801-6901
(406) 549-3032



Docket No. FD 30186

Sarah Kinsey to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 04:59 PM

From: Sarah Kinsey <slippers725@yahoo.com>
To: BlodgettK@stb.dot.gov
Sent by: Greenpeace <info@wdc.greenpeace.org>
Please respond to Sarah Kinsey <slippers725@yahoo.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Sarah Kinsey
1852 S 10th St W
Missoula, MT 59801-3418
(406) 579-5745



Docket No. FD 30186

Bob Johnston to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 02:28 PM

From: Bob Johnston <bison1bob@aol.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to Bob Johnston <bison1bob@aol.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention of: Mr. Ken 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" as required 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. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause more than minor inconveniences.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

Bob Johnston
PO Box 1126
Cooke City, MT 59020-1126
(406) 838-2292



Docket No. FD 30186

John Dillon to: BlodgettK

Sent by: **Greenpeace** <info@wdc.greenpeace.org>

01/11/2013 12:59 PM

From: John Dillon <jfdillon4@gmail.com>

To: BlodgettK@stb.dot.gov

Sent by: Greenpeace <info@wdc.greenpeace.org>

Please respond to John Dillon <jfdillon4@gmail.com>

Jan 11, 2013

Ken Blodgett

Dear Blodgett,

Attention: Mr. Ken 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" as required for a body to get the power of eminent domain and condemnation authority. This railroad would serve a private company, Arch Coal, which intends to sell the coal to China and other Asian countries. The public neither needs nor would be inconvenienced by this rail line. Instead, the rail line would be a disservice to the community, the region and the planet, and would cause significant harm to people and the environment we need.

Impacts on property values: The project would devalue property and infringe on property rights. This railroad would cause fires, spread invasive weeds, devalue property (especially riverfront property), make ranching and farming more difficult and expensive, split ranch land in half and separate fields from the river, and 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 would seriously degrade this excellent sportsman's resource.

Flooding: The railroad bed would 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 would ruin the quiet enjoyment of recreation areas near Miles City.

Infrastructure, traffic and safety: Taxes would go up for residents in communities along the rail lines as the coal heads to coastal ports for shipment. The proposed railroad would increase coal train traffic substantially causing traffic delays, noise, diesel pollution and safety issues at crossings. Coping with the increased traffic would require expensive over passes and safety crossing which are paid for primarily by local taxpayers.

Greenhouse gas and diesel pollution: The Tongue River Railroad would allow publicly owned coal that should stay in the ground to be burned in Chinese and other Asian countries' dirty power 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 Asia to the plants. Increased mercury deposition from Asian coal fired plants will also impact those who catch and eat fish in Montana and other western states.

Sincerely,

John Dillon
736 N Ewing St
Helena, MT 59601-3605
(406) 449-2159