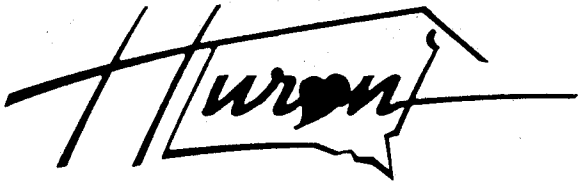


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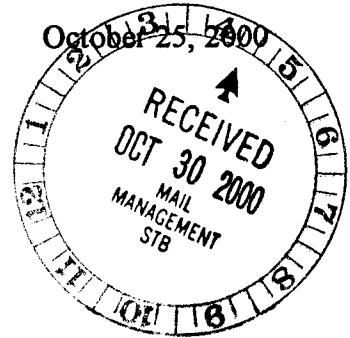


Housing & Redevelopment Authority

200349

Office of the Secretary
Case Control Unit
STB Finance Docket No. 33407

Surface Transportation Board
1925 K. Street NW
Washington DC 20423-0001



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Office of
Public Affairs

To whom it may concern:

I am a South Dakota resident all of my 77 years. My forebears came to Dakota Territory along with the railroad in the early 1880s. I have vivid memories of the dust bowl and great depression, served six years in the Navy before, during and after World War II and have experienced the many ups and downs of South Dakota's weather dependent economy during my lifetime.

The prospect of the DM&E receiving permission to proceed with the revitalization project referred to in the EIS as "Alternative C" is the most exciting and far reaching development for Minnesota, South Dakota and Wyoming since the opening up of this important region in the early 1880s.

Should this project fail to materialize it is doubtful that DM&E will be able to survive. It is probably not economically feasible to upgrade track and equipment and to continue its business. Eventually middle South Dakota would be left without a viable railroad to transport the products which are necessity for its economic survival. **This would be a tragedy of great magnitude.**

With the proposed "state of the art" DM&E facilities, South Dakota producers and manufacturers will be positioned to access present and newly opened foreign markets especially those on the Pacific Rim. This in turn will enable the state to have an environment providing more job opportunities and encouraging many of its young people to remain here who currently feel compelled to seek employment elsewhere.

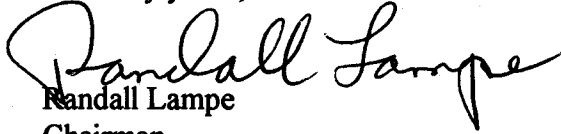
A win-win factor in opening a more direct route for transporting low sulphur lignite to the populated area utilities of eastern states serves to reduce the effects of acid rain in addition to utilizing a domestic energy source which lessens dependence on foreign fuels. This certainly will benefit millions of Americans besides those of us living in these sparsely populated areas.

Less highway truck traffic currently moving agricultural products from all of South Dakota and bentonite, lumber, cement and other products from western South Dakota surely will improve the environment for thousands. This, in addition to extending the life of our expensive highway system. Certainly a prudent use of our collective resources.

Authorization to proceed by the Surface Transportation Board with "Alternate C" is respectfully recommended and urged. As time is of the essence, I also respectfully request that the designated comment period be adhered to and not be extended. Thus will the wishes of the overwhelming majority of our citizens be fulfilled in spite of a small, vocal minority looking to its own special interests to defeat this project.

Thank you.

Sincerely yours,


Randall Lampe
Chairman