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The Burlington Northern Railroad built a railroad from Gillette, Wyoming to Orin Junction, Wyoming, to haul coal from the coal mines in the Powder River Basin. Burlington Northern came to the landowners with an open mind about changing the route of the railroad track to accommodate towns and landowners; and a check book to mitigate the damages. The Dakota, Minnesota, and Eastern Railroad Corporation (DM&E) has come with neither.

DM&E Railroad wants to put a railroad track near Antelope Creek- through my winter grazing area and calving pastures. This will make a huge impact on my ranching operation.

I was a member of the Landowners' Advisory Board set up by DM&E Railroad. This board was organized so that the railroad could negotiate with the landowners. Through this board, I tried to convince DM&E Railroad to relocate the railroad either north or south of their proposed route. I have explained to DM&E Railroad the advantages of using the "existing corridor" theory.

I feel that it is unnecessary for the DM&E Railroad to build additional rail spurs to export coal, when there are existing tracks in place, IE. "existing corridor theory." By allowing this railroad, and its spurs to be built, the management of wildlife, livestock, and the grasslands, will be greatly affected.

In conclusion, I support "Alternative A" as proposed in the Draft Environmental Impact Statement.

Thank you,



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