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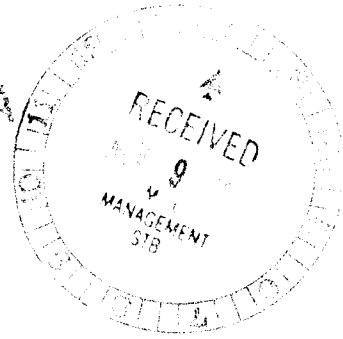
Draft E.I.S.

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It is very hard for me to make a clear comment on the Draft. I have only had the draft for 30 days. As you know it is a lengthy document and I have only been able to get through a little bit of it. I feel that we should be given an additional 180 days to review it.

From what I have been able to read there are three areas of concerns that I have. Exactly where the railroad is going (the highway crossings); the noise issue; and the air quality.

When I looked at the maps that were available to me I found that there will be 4 at grade crossings between my house and the Black Thunder mine. That is in only a nine-mile distance. My concern is in the fact that I have a child that will have to ride a bus or drive herself to and from school. The BN and UP have made overpasses on 450 why doesn't DM&E have to do the same?

When I saw the maps during the scoping I was under the assumption that the railroad would go on the north side of highway 450 now it is on the south side I'm not sure from the maps just where it will be in relation to my house. Why can't we be given exact maps of where it will go?

Why is the noise more of a concern for the people in town than those of us that live out of town? Isn't our right to peace and quiet as important as those that live in town? I have heard that in Arizona a railroad was trying to make a new route and they were told that they would have to put up sound barriers along the route will DM&E have to do the same? Will they be made to put them out everywhere?

My main concern is for the air quality. We are right now having problems in my area with the mines blasting and producing orange clouds that have been labeled lethal by the EPA. From what I have

been able to read there hasn't been any studies into the NOX in my area. Why not?

Were there studies done on what the combination of the Two Elks Power Plant will have in addition to the railroad will have? If so what are they?

We know now that the trains just sitting at Black Thunder have increased their NOX to a warning level will that be any different for us by the yard that DM&E has planned?

From what I can see the yard on 450 is one of the lowest spots on the route and that all trains will have a pull going east or west. With that our NOX will increase even more. What are the studies that have been done on that? Where are they so I can look at them?

The only other place in WY that has a NOX problem is at Bill WY right beside the BN yard. With everything else we have to contend with is having a yard on 450 really a good idea?

I do not feel that the railroad should be allowed to come over new ground at all. Why is it better to go on existing lines in some places and not in other? Why is our area even though less populated less valuable than one with more population? Why just because we have less people should we have to live with all the destruction that the railroad will make?

Now I would like to talk on behalf of my neighbor Dan and Joyce Tracy. They are right now in the hospital with their daughter not sure of how much longer she has and unable to be here. Their ranch will be split into several different sections. The tracks are going to cut the water supply off for a big part of their ranch. They are very concerned with what this project will do to their water. What has been done to study the change of the Little Thunder Creek?

