

The Pierre-Ft Pierre leadership that has been so active in pushing for a southern bypass has presumed to do so without the consent of the tribe.

A further environmental impact is also of concern to me. All the lobbying by DM&E for expansion and upgrade of lines from Wyoming east has been predicated on the notion that this low-sulfur coal is necessary to meet the needs of electricity users in the Midwest.

A far better use of the \$1.2 billion being talked about in the press as the cost of the expansion-upgrade should be considered. Take the same amount of money and assist in the development of wind-generated electrical power and its transmission and the need for electricity offered by coal-generated plants using Wyoming coal would be more than met. And this is the point – with absolutely no increase in carbon dioxide in the atmosphere. I find it ironic that, at a time when the US and EUR are engaged in animated disputes about the implementation of the Kyoto accords to alleviate the causes of global warming, pressures are being brought by DM&E and its allies to increase the amount of CO2 in the atmosphere.

I respectfully request that the STB reject the expansion plans of DM&E. The environmental destruction of hundreds of miles along the proposed route through culturally sensitive and environmentally fragile areas of southwest South Dakota, the adverse economic and cultural impacts of 40 trains per day going through the communities of Ft. Pierre-Pierre, Brookings and Rochester, MN are unacceptable sacrifices to the economic interests of a few powerful players.

Thank you.

Sincerely,



Cy Maus
A Concerned Citizen

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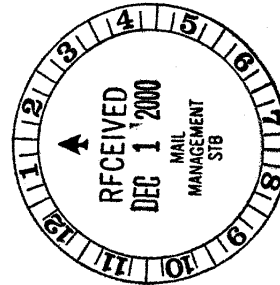
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November 27, 2000

Cy Maus
1808 Northstar Avenue
Pierre, SD 57501



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Surface Transportation Board
1925 K St, NW
Washington, DC 20423-001

RE: DM&E EIS, Fin. #33407

Dear Sir/Madame:

I wish to comment on the environmental impact of the proposed expansion of the DM&E Railroad from Wyoming east through South Dakota and Minnesota.

I wish to declare myself adamantly opposed to the expansion. In the Pierre, SD area, much has been made most recently about the need to route the tracks away from the towns of Ft. Pierre and Pierre. The citizens of these communities are, I think, being extremely short sighted in pushing for a bypass to the south of their communities.

I understand and agree to their concerns about safety and negative economic impact. I am myself a tax-paying resident of Pierre and am equally concerned about how 40 trains a day would endanger the ability to reach emergency medical facilities and destroy the quality of life in the cities.

My difficulty is the assumption that it is somehow acceptable for these negative impacts to be transferred south. It does not seem to have occurred to anyone that the proposed (or implied) bypass will destroy the Native American Scenic Byway. This nationally designated scenic byway is a highly valued stretch of real estate in itself. If left undisturbed, it will prove to be an enormous economic boon to the communities along its path from Oacoma and Chamberlain through Fort Thompson, Lower Brule and Fort Pierre.

On the occasion of the upcoming bicentennial of the Lewis and Clark expedition, planners from the US Army Corps of Engineers are predicting that a total of 25,000,000 visitors will be tracing the explorers' route up the Missouri. This will create an enormous market for the tourism-related businesses along the byway. Should a railroad bypass parallel the scenic byway for 12 miles, this will impact the scenic byway in an unacceptably negative way. It is particularly harmful to the Lower Brule Sioux Tribe, whose land the proposed bypass will have to appropriate.

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