



**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**

**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**

**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.

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**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.

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Sincerely,

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



**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

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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.

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