

MR M. LEE BISHOP
EIS DOCUMENT MANGER
U.S. DEPARTMENT OF ENERGY
1551 HILLSHIRE DRIVE M/S 011
LAS VEGAS, NV 89134

SUPPLEMENTAL YUCCA MOUNTAIN RAIL CORRIDOR AND RAIL ALIGNMENT.

I WOULD LIKE TO MAKE A SUGGESTION OF A RAIL LINE FROM ABOUT 20 MILES SOUTH OF BAKER, CA GENERALLY FOLLOWING HIGHWAY 127 AND 373 TO AMARGOSA, NV, YUCCA MOUNTAIN IN RESTRICTED AREA R4808S.

[BAKER, CA, SHOSHONE, CA, DEATH VALLY JUNCTION, CA, AMARGOSA, NV, YUCCA MOUNTAIN, IN R 4808S]

THE DISTANCE IS ABOUT 120 MILES. THE MINA CORRIDOR IS ABOUT 240 MILES, THROUGH SEVERAL MOUNTAIN RANGES. THE CALINETE IS ABOUT 170 MILES THROUGH SEVERAL MOUNTAIN RANGES.

THE ENCLOSED SECTIONAL AERONAUTICAL CHARTS FOR LOS ANGELES AND LAS VEGAS SHOWS THE ELEVATION FOR THE CORRIDORS.

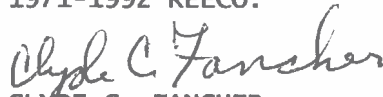
THE ELVATION AT BAKER IS 922 FT, SHOSHONE 568 FT, DEATH VALLEY JUNCTION 2037 FT, AMARGOSA [JACKASS] 2640 FT.

I HAVE FLOWN ALL OF THE GENERAL CORRIDORS INCLUDING THE RESTRICTED AREAS WHEN ON OFFICAL SEARCH FOR MISSING AIRCRAFT FOR THE CIVEL AIR PATROL AUTHORIZED BY THE AIR FORCE SEARCH AND RESCUE CENTER. THE MINA AND CALINETE HAVE SOME VERY RUGGED MOUNTAINOUS TERRAIN.

THE BAKER-YUCCA MOUNTAIN CORRIDOR HAS MUCH MORE FAVORABLE TERRAIN, WEATHER, NO MOUNTAINS. THERE ARE AIRPORTS AT BAKER, SHOSHONE, AND AMARGOSA. THERE IS ALSO A LARGE RAILROAD SWITCHING TERNMINAL AT BARSTOW- DAGGETT.

THIS SUGGESTION WOULD SAVE A VERY LARGE AMOUNT OF MONEY AND TIME.

I AM IN SUPPORT OF THE YUCCA MOUNTIAN STORAGE PROJECT. MY BACKGROUND, I WAS EMPLOYED AT THE TEST SITE, 1964-1968 USAF. 1968 - 1971 HOLMNES & NARVER. 1971-1992 REECO.



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ENCLOSED
LETTER DATED OCTOBER 2006
LAS VEGAS AERONAUTICAL CHART
LOS ANGELES AERONAUTICAL CHART

THE CHARTS WILL BE SENT BY MAIL