



NEVADA GOLD MINES LLC

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July 13, 2026

By Electronic Transmission

Adam Assenza
Office of Environmental Analysis
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-000
adam.assenza@stb.gov

Re: **STB Docket No. FD 36889, Nevada Gold Rail, LLC Design Edits to Rail Alignment**

As a result of ongoing engineering and design refinements, it has come to Nevada Gold Rail LLC's ("Nevada Gold Rail") attention that minor rail alignment alterations will be required for selected routes in Crescent Valley and for all alignments in Boulder Valley. The minor alterations are discussed below, including the reasons why the alterations have been deemed necessary from an engineering and design perspective.

Please note that this letter references rail alignments previously requested for removal in Nevada Gold Rail's May 6, 2026 letter to the Office of Environmental Analysis. While Nevada Gold Rail maintains that the alignments identified for removal pose unnecessary construction and operational burdens, we continue to include all potentially affected routes in this letter to ensure a comprehensive analysis, as we have not yet received formal direction regarding removal of any rail alignments from consideration.

Alignment Alteration 1 – Crescent Valley near Mill 1 Tailings at Cortez Mine

Nevada Gold Rail has identified necessary alterations to the Private Land Avoidance, Trailblazer, Frenchie Road Direct, and Frenchie Road Switchback alignments previously submitted in the January 2026 'Cortez Rail Alternatives Analysis Report' (the 'Alternatives Report'). These alignments currently conflict with a monitoring and pump-back well field located north of the Mill 1 tailings. To avoid this conflict, Nevada Gold Rail proposes to alter the current alignment to locate it north of the Well Field. This alteration results in an alignment for the alternatives identified above that is similar to the Spa Road and Hot Springs Bypass routes, which would effectively avoid the wells and their associated infrastructure.



Alignment Alteration 2 – Boulder Valley near TS Power Plant

The proposed Boulder Valley rail spurs were originally intended to connect to the TS Power Plant's existing unloading loop, currently utilized by coal delivery trains. However, discussions with plant operations revealed that the straight section of the spur connecting to the Union Pacific mainline is used as a 'brake check' location before trains enter the Union Pacific mainline. Because this 'brake check' safety procedure is time-intensive, it would conflict with and interrupt Nevada Gold Rail's daily operations.

To resolve this, Nevada Gold Rail proposes extending our alignment immediately adjacent to the existing TS Power Plant's rail spur. This configuration will allow the Nevada Gold Rail train to access the Union Pacific mainline while coal trains are stationary during safety inspections. The image below illustrates the alignment required for this modification. It is anticipated this change would involve extending the width of the existing rail ballast and tying the new track into the TS Power Plant spur just north of the connection with the Union Pacific mainline.



Please let us know if OEA requires any additional information regarding the alignment alterations discussed above.

Sincerely,

A handwritten signature in blue ink, appearing to read 'Tamara Baker', with a long, sweeping horizontal stroke extending to the right.

Tamara Baker, Permitting Manager