

FD-35952
GLBT Application
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Ken Blodgett
Surface Transportation Board
Attn: Docket # FD-35952
395 E Street, S.W.
Washington, DC 20426-0001

Mr. Blodgett,

On May 1, 2017, the Great Lakes Basin Transportation (GLBT), Inc, submitted its application to construct and operate an approximately 261 mile rail line spanning multiple states. A request for a motion of protective order was filed with the application and I believe it should be denied for the following reasons.

The proper disclosure of finances to build and maintain a project is vital to its success clearly. Without the proper backing, failure is the result. Blindly accepting someone's words, that everything is in order, without checking the facts, is akin to unforgivable foolishness. Nobody in finance would go for that or else they would not be in finance for long. Mr. Patton should clearly know and understand this.

Without counting on government funding to step in and save the day if the money runs dry, which would make GLBT no longer a privately funded project, what are we left to presume? The request by GLBT, that the principle investors, who would be involved with GLBT on this project, their holdings and other documents be hidden from view, protected from the scrutiny of a concerned public, raises serious concerns, as it should, about a project that is as intrusive to a community, an entire region and its way of life, as anything ever could be. The ABSOLUTE LAST THING that should come out of this proposal and the verification of its merits, is to have it be approved and find out some time down the road that the planning, or the money, or the management of this project fails because the proper steps to verify and re-verify and go over with a fine tooth comb, the finances that need to make this viable, were not properly addressed. Our country has a long, long, long history of railroads that have failed. I do not trust any entity, of any size, that suddenly takes a self-inflicted \$5.2 billion hit within a year just to get a project going, to being anything except less than completely forthright with me. And you shouldn't either.

And this cannot be emphasized enough! This is a project in the public domain, not a random startup that if it happens to fail not many people will notice, although GLBT in fact is a startup. This is a project that dutifully requires much wide-ranging experience,

we don't know for certain if GLBT has enough of that because, well, we don't know who all is involved. When a traditional business fails, assets are liquidated to cover liabilities and if something is left over, that item(s) or capital is retained by the owner or sold off to be used by someone else. Take a good look around this country at what happens to the area left behind when a railroad fails. GLBT doesn't want to reveal investors, holdings and the like. Will they somehow manage to hide their failure if they run with the odds of railroad success I mentioned earlier?

This project is incredibly large and whether the leadership of GLBT wants to admit it or not, it will be life altering to a tremendously large number of people and businesses and not for the positive. If this is going to go forward, it had better be done with the concern of the effected changes that can't be undone, with the bearing of the weight of destroyed properties, farms and businesses that won't be back if GLBT fails, and with the civic responsibility that should rightfully be imposed on GLBT, to treat what's left of the communities they wish to disrupt with respect whether the railroad survives or not. God knows, if they (GLBT), end up choking on their promises, and this becomes the next American railroad failure, there will not be any public meetings with Mr. Patton, or his grandchildren, or the as-of-now unnamed investors, coming around to apologize to us for all the mess that has been made. If that can't be addressed appropriately upfront, then this project should die on the paper it has been created on,.....right now!

I am opposed to the GLBT project and asked that the filed request for a motion of protective order be denied by the Surface Transportation Board.

Regards,
Scott Dummer