

FD 35952

Great Lakes Basin Application

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The Great Lakes Basin company believes they have the right to submit any project involving a train and it must be approved by the Surface Transportation Board, or at least that is their contention in their latest filing in response to the tremendous and unprecedented public outcry over their unneeded project. They cite that the Board must abide by a ruling that states the project must be shown to be inconsistent to the public necessity in order for it to not be approved. This interpretation is yet another example of their complete disrespect to the review process and their narrow focus on only what they want. The public has spoken consistently, loud and clear we do not want, nor need this project. The public reaps no benefits, the only benefit is for the railroads, and none of them seem see any benefit in the project as not one Class One Railroad has come out in support of the GLB project. GLB continues to tout this as a bypass in their latest filing they indicate the need for the line in severe weather, again they show their complete ignorance, it is extremely rare a storm will be so bad in the City of Chicago itself that the surrounding suburbs, which is remember where they want to build, are not also affected. GLB is more likely to suffer the ill affects of severe weather on their route, which is not protected by the many buildings and homes Chicago itself is protected by. The GLB route intends to cross through LaSalle County in Illinois, in my short 47 years on this planet, I have seen our farm inaccessible for over 4 days on 5 different occasions. We have blizzards in LaSalle County, GLB will be shut down, just as the major roadways are. I can only recall a few times where the City of Chicago has been shut down and then for less than 24 hours. GLB has no concept of the severe and dangerous weather conditions their route faces. They are also not a bypass, a bypass takes items away BEFORE they enter an area, the GLB route only adds more capacity to an area they already claim is overcrowded. Why would the public support adding the capacity to handle even more trains, in a area GLB claims is already too crowded? GLB is not a bypass and their own logic that we need to add capacity to the already most over-crowded area in the nation, so even more trains can come to the most overcrowded area n the nation proves their project is inconsistent with public necessity. I am asking this project be immediately denied.