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Please read the attachments concerning GLBT investors. Respectfully,

Patricia Mussman

Dear Members to the STB including Dave Navecky, Victoria Rutson and Phillis Johnson-Ball,

I have been reviewing everything Frank Patton and the GLBT have submitted to your office and I, and our organization, R.A.I.L.E.D, are deeply concerned about the deceptive nature of their responses to your requests for information. Their most recent response listing the investors in GLBT was in itself very troubling. For Frank Patton to be the major stockholder and the rest of the investors who have little or no experience in operating a railroad it brings into question how competently their organization would be run should they be allowed to proceed. The whole proposal seems to be a massive land grab only meant to enrich the stockholders. Currently they have no commitments by any Class I or Class II railroads that have signed on to use this toll line. Many have come out against the GLBT, the largest being Union Pacific. Norfolk Southern is another rail line that strongly opposes the GLBT, too.

These rail lines have spent and are spending millions of dollars investing in their own companies and infrastructure. It would be foolish for them to pay GLBT to lease their rail line when they have their own lines that they can use. It appears that they agree with that.

In a press release by Frank Patton, he made reference to his reason for trying to hide the names of his investors by referring to those of us concerned citizens as "the fringe". I am attaching that press release.

We are now waiting to see what Frank Patton and the GLBT release on the 22nd day of June, 2017 to the Surface Transportation Board.

For all of the obvious reasons stated by the thousands of individuals, elected officials, government agencies and other attorneys and organizations have stated in their and our previous comments we oppose the proposed rail line and respectfully request that you and your board deny this rail line going

forward.

Patricia Mussman

Unincorporated West Creek Township

Lowell, Indiana

Proposed freight line investors revealed

to federal board

Suburbs Post-Tribune Post-Tribune News

Proposed freight line investors revealed

to federal board

Amy LavalleyPost-1 nbune

According to a filing Friday, Frank Patton, founder and chairman of Great Lakes Basin

Transportation, is also its primary stockholder, with almost 87.2 percent of an interest in the firm that wants to build a freight train line across three Midwestern states.

Next in line is Jim Wilson, the firm's vice chairman and president, with 5 percent of the holdings, according to the filing with the federal Surface Transportation Board.

The federal agency made the request after the names of the 10 stockholders were redacted in Great Lakes' application for its proposal.

Four of the additional stockholders listed, who each hold around 1 percent or less of the company's shares, are principals with Great Lakes.

We filed; we answered the request of the STB, and we still want to maintain our investors' privacy," said Patton, adding in all, Great Lakes has 24 investors, though the remaining 14 own "very small" shares in the firm.

"I gave my word to all of them that I would respect their privacy and that's what I tried to do," he continued. "We didn't want them to get hassled by the fringe."

The formal application was filed with the federal agency, which will determine whether the privately funded, \$2.8 billion project moves forward, on May 2. The transportation board released a decision earlier this month that Great Lakes had to reveal the stockholders' names, despite Great Lakes' assertion that the information was confidential.

"GLBT provides no justification for why the information it seeks to protect - specifically the

shareholders' names and the percentages of GLBT stock held - is 'highly confidential' or even 'confidential,'" the federal board notes. "It does not explain why the information is sensitive or how public disclosure of this information could negatively impact GLBT or its principals."

The proposed freight train line would start in Milton, Wis., and end in LaPorte County, cutting through southern Lake and Porter counties. Opponents along the route have raised concerns about safety, drainage, loss of farmland and other woes.

The transportation board's decision included a host of requests for other additional information, including a financial balance sheet and proof that the governors, transportation departments and public service boards in Wisconsin, Illinois and Indiana have received copies of the application.

That information is due into the board by June 22; Patton said Great Lakes would meet the deadline.

Residents Against Invasion of Land by Eminent Domain, or RAILED, an opposition group based in Porter County, applauded the board's decision to reveal the stockholders in the interest of transparency.

"Patton's said he's had all these investors and he's got 87 percent of the stockholdings. He's the only one," said Bob Cauffman, president of RAILED. "There are just a lot of gray areas, a lot of unknowns, that the STB is going to have to find out. Let's see his financial statements."

Mike Blaszak, an attorney for Great Lakes, declined to comment on the individuals on the list of stockholders.

In addition to Patton and Wilson, the additional stockholders involved in Great Lakes include: Greg Frazados, counsel to Patton, with just a little more than 1 percent interest; Blaszak, with 1 percent; William Miller, chief commercial officer, with 1 percent; and Tim Befort, chief operating officer, with 1 percent.

The additional listed stockholders are Greg Hedin, with 85 percent; Douglas DeBerg, .5 percent; James Ingram, .5 percent; Richard Baker, just under .4 percent.

Amy Lavalley is a freelance reporter for the Post-Tribune.