

June 15, 2016

Dear Board,

Enclosed is a newspaper about the railroad which is very informative and enlightening. I learned about farming techniques and much information pertaining to the railroad's owner Mr. Patton.

Articles of specific interest are as follows:

1. "Does the Great Lakes Basin Transportation plan make sense?" (Front page and page 15) (It doesn't)
2. "Don't let GLBT divide families..." (page 5) (more work + more money for all).
3. "Is Great Lakes Basin Transportation really a new rail corridor for Bakken crude oil?" (Mr. Patton's plans are nebulous, non-specific and secret). (page 8 + 9)
4. "GLBT harm wildlife" (page 10) (It does).
5. "CREHT taking the go in Chicago" (page 11) (This is established, thereby, Patton's tracks are not needed)
6. "Comments to STB" (page 12)
(Every aspect of concern has a negative result if the railroad is approved.)

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7. "GLBT misrepresents private grain as 'public need and public use'."

(page 14) (Mr. Patton wants farmers' land for his own greed and avarice.)

8. "GLBT proposal: Poorly thought through and full of serious consequences."

(page 14) There is nothing beneficial to the farmers, the towns, and businesses if the railroad is approved.

In essence, the proposed railroad will cause more heartache and negative results than anything one could imagine. It is obvious, the Town is deceptive and distrustful to the Board and to the farmers. Farmers are the caretakers of the earth please let them do so and deny the railroad's petition! Thank you!

Sincerely,

Jim Lane Aupton
15880 County Line Rd.
Helen, Indiana 46341

Great Lakes Basin Rail News & Views

"Working together and sharing, we make a difference"

FREE

~~*~~ Does the Great Lakes Basin Transportation plan make sense?

What they are proposing is a shape-shifting creature in railroad form. When managing partner Frank Patton needs to impress people that there is a need for a Chicago railroad bypass, GLBT proclaims it will handle 110 trains a day. When there are environmental hearings

When there are environmental hearings, the shape-shifting GLBT then states that 110 trains per day is far too many and that the number is 16 trains per day and could be few as few as eleven. When GLBT needs to ease landowner's concerns, they claim to be paying double or more of current market value for land seized under eminent domain, \$20,000 per acre. GLBT, however, must know that by law, they cannot pay above assessed market value.

In virtually every critical aspect, GLBT cannot keep its story straight. Perhaps a few contradictions can be assumed to be misunderstandings, but their plan's many inconsistencies simply indicate deception.

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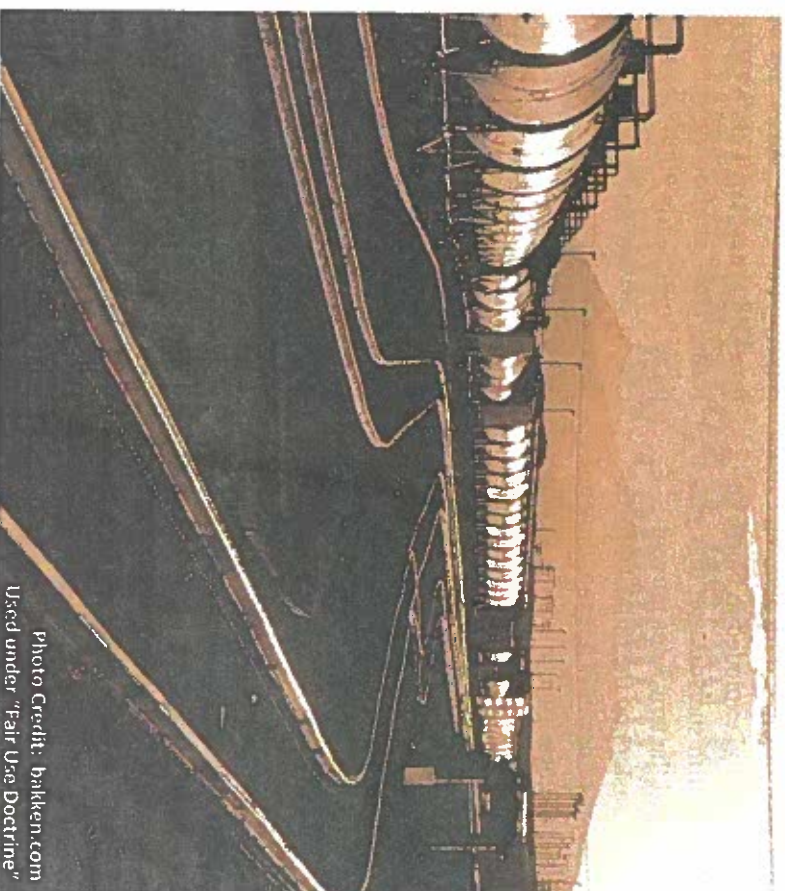


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No railroad needs a 15,000 acre rail yard!

from her the confidence, the
 respect of her friends.