

To STB members David Navecky, Victoria Rutson and all other members as they relate to:

Docket # FD Number 35952

Dear Members:

On June 22, 2017 Frank Patton, James T. Wilson and Great Lakes Basin Transportation, Inc. (GLBT) submitted what was supposed to be the final part of their application to the Surface Transportation Board (STB). After reading this latest submission, I feel strongly that it is an incompetent financial statement and a very vague document that didn't address all of the pertinent requests by the STB.

It appears to me that Frank Patton is deliberately trying to avoid and ignore the questions posed to him and GLBT in an effort to slip his proposed Rail Line through the process by not being forthcoming and assuming that the STB will be lenient in their approach to him. He is convinced that his plan is something that the people of Illinois, Indiana and Wisconsin need whether it is good for them or not is irrelevant.

His reference to those of us who will be negatively impacted by his rail line as "the fringe" in his press release following the comments made by the STB requesting further information was derogatory and inflammatory. We as citizens, taxpayers and residents of the area will be irreparably damaged if the STB allows this proposed rail line to go forward.

On numerous occasions we have enumerated the seriousness of the damages that will be done to the environment, the economy, the health and safety of the residents in the area and the impact on many thousands of others outside the area due to lost income from production of land in the area among other things. Illinois is already in the most serious financial crisis of any state in the union, and the loss of tax dollars from the land that would be confiscated as well as the loss of income from goods and services will only further cripple the economic status there.

All three states would suffer these and other losses, too, but Indiana and Wisconsin are not verging on default and are not facing possible collapse like Illinois, but it would sufficiently hurt the economies of both states.

Another thing I find very disturbing is that Frank Patton has guaranteed his investors privacy and is protecting their identities by not releasing the names of the other fourteen (14) other so-called investors. This was when he referred to us as "the fringe" as if we concerned citizens aren't worthy of consideration. The names of those investors should be placed in the public domain, too.

From the financial statement that GLBT released to the STB it is obvious that no one in the GLBT has any actual business acumen or experience. No legitimate accountant would release a financial statement prepared as this one was. Where is the money from the investors? Where does it show that these investors are worth what they claim they can use to build their proposed rail line? What banks or financial institutions will loan or guarantee a loan from any of them?

And last, where is there any documentation that they have agreements with existing rail lines that they can cross those existing rail lines with their own. If GLBT projects that it will send up to 110 trains per day at high speeds across their lines, who will have the right of way to cross existing lines first? Will

GLBT be forced to use overpasses or underpasses to traverse their proposed route? How has all of this been planned? Why doesn't the STB want to see any of this information.

It appears that there are hundreds of unanswered questions that are very pertinent to this proposed rail line that need to be addressed before a decision to proceed can be made.

For these and numerous other reasons we believe that the STB should deny Frank Patton and the GLBT from going forward. In our opinion, this is a land grabbing folly dreamed up by Frank Patton to merely enrich himself at the expense of everyone else. If this was an actual legitimate project these items would be addressed freely and shared with the STB, not something secretive and ill formed.

Respectfully submitted,

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