

Environmental Comment
Docket # FD 35952

To: Dave Navecky and Victoria Rutson

In your letter to Frank Patton dated March 3, 2017 Ms. Rutson you once again agreed to grant Frank Patton and the GLBT rail line another extension with no regard for the lives that continue to struggle with the stress this decision will create.

Mr. Patton has told your board, your attorneys and all of us that he developed his plan years ago when he was recovering from surgery on a brain tumor. He has had several years of discussions with potential customers, shippers and other parties that could potentially play a role going forward and after all of these years he still has none of the above ready to sign on to his rail line. Patton himself owns no rail cars, no locomotives and has no experience running a railroad. His plan is to take private land for his own personal gain by building a "Toll Rail Line" that someone else will pay for. He wants additional right-of-way that he can sell or lease to utility companies to further enrich himself.

Unlike the early days when this country was growing and there was a need to get people, goods and services from coast to coast, when barren land lay between the coasts, it was much easier to use eminent domain to build a rail line that was for the public good. That is not the case in this instance; this rail line is designed merely to enrich Frank Patton and his Transportation Company at our expense. The land he wants to take is now productive, privately owned farm land, homes, cemeteries, churches and communities.

When he cites jobs that building the rail line will create he is exaggerating. No longer do we use Chinese or poor Irish immigrants to build these rail lines, we use robots and machinery. The job creating is a non-issue with this project, the purpose is to enrich Mr. Patton.

You have received in excess of 4,000 comments showing the harm this rail line will cause the environment, the people and the dangers that will exist if it is built. For instance, 260 miles of rail line through three (3) states sending up to 110 trains per day will have to cross several existing rail lines. How is that feasible? What trains will have to stop to allow his customers to have the authority to cross these lines. At 110 trains per day, one every 13 minutes, each one up to a mile long traveling at 70 miles per hour logistically, how can this work?

For these and so many other reasons we feel that this proposed rail line be denied.

Respectfully,

Patricia Mussman
Unincorporated West Creek Township, Lake County, Indiana