

BLACHLY, TABOR, BOZIK & HARTMAN, LLC

June 28, 2016

VIA U.S. MAIL DELIVERY ONLY

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Mr. David Navecky
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: *Docket No. FD35952*
Town of Westville, La Porte County, Indiana
Great Lakes Basin Railroad
Supplemental Scoping Comments

Mr. Navecky:

On May 18, 2016, the Town Council of the Town of Westville, La Porte County, Indiana ("Westville") passed a resolution opposing the current proposed route for the Great Lakes Basin Railroad ("GLBT") and proposing an alternate route. The resolution and supporting exhibits (including letters from Westville department heads) were previously submitted to the Surface Transportation Board.

As stated in the Westville Resolution, the proposed GLBT route through La Porte County bisected Westville into two (2) sections, potentially stifling future growth in an important corridor within Westville together with causing other significant issues for Westville. The alternate route proposed by Westville would make the portion of the GLBT line from MP 0 to MP 15 unneeded.

The above-referenced Resolution and alternate plan layout explain the benefits of the Westville alternate route.

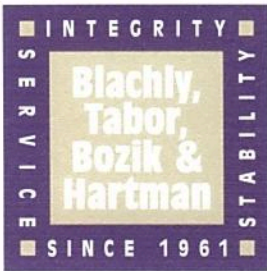
On May 23, 2016, Norfolk Southern answered the proceeding (EI-22974) stating that the purpose of the GLBT was to form a bypass around Chicago and that Norfolk Southern did not see a need for Norfolk Southern to use that bypass. In addition, NS indicated that it already had sufficient capacity into and out of Chicago and is currently using an existing bypass via Kansas City.

In response to the Norfolk Southern's above comments, the Westville Town Council believed that it was necessary for it to submit supplemental scoping comments to the Surface Transportation Board. The sole purpose of the GLBT from MP 0 to MP 9.0 is for the GLBT to reach the Norfolk Southern Railroad near Pinola in La Porte County, Indiana. Since Norfolk Southern has made it clear

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in their filing on May 23, 2016 that the Norfolk Southern will not use the GLBT, the Town of Westville requests that all work included in the EIS from MP 0 to MP 9 be stopped immediately, and that the STB remove this portion of the GLBT application from its project.

Very truly yours,

BLACHLY, TABOR, BOZIK & HARTMAN, LLC

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May 23, 2016

Cynthia T. Brown, Chief
Section of Administration, Office of Proceedings
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

STB Docket NO. FD 35952, Great Lakes Basin Transportation, Inc. – Authority to
Construct and Operate a Rail Line in Indiana, Illinois, and Wisconsin

Dear Ms. Brown:

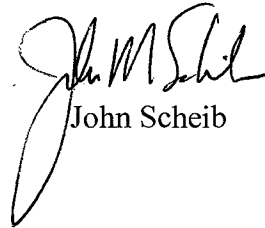
This is in response to the Surface Transportation Board's request for comments on the draft scope of the proposed Environmental Impact Statement review, and specifically the draft purpose and need.

We understand that the purpose and need is to “provide Class I railroads ... with more efficient rail operations by enabling freight rail traffic not destined for or originating in Chicago to bypass the congested Chicago rail network.” Norfolk Southern has a robust route network, with multiple routes into and out of the Chicago area and also owns its own bypass route that runs directly to Kansas City. For this reason, we are not inclined to think that the proposed Great Lakes Basin route would work well with our system or that we would be a user of the route.

Further, and to correct the record, Norfolk Southern does not have a non-disclosure agreement or any other agreement with the proposed Great Lakes Basin Railroad, Great Lakes Basin Transportation, Frank Patton or Jim Wilson. We have not provided them any detail about our current train movements or traffic volumes.

Norfolk Southern thanks you for this opportunity to provide this information and will continue to monitor developments in this docket.

Sincerely,

A handwritten signature in black ink, appearing to read "John M. Scheib". The signature is stylized with a large, looping initial "J" and a long, sweeping underline that extends to the left.

John Scheib

