

May 20, 2016

Dave Navecky
Surface Transportation Board
ATTN: Docket No. FD 35952
395 E Street, SW
Washington, DC 20423-0001

Mr. Navecky,

This correspondence is in regards to the feasibility and need for the Great Lakes Basin (GLB) railroad.

It is understood that rail congestion in Chicago is real and the advancing amount of freight being moved by rail raises concerns about what and how it all can be handled. However on two fronts, this proposal can be proved out to be either excessive indulgence or simply about someone's investment desires.

Number One, we farm next to a rail line that is by no stretch tapped out in terms of volume. And there are a number of rail lines that run at something less than capacity throughout this proposed area where the GLB could potentially run. If we were to assume that in fact it was reaching a point of congestion with increased traffic, would it not be more logical to lay down a parallel set of tracks next to an existing line? A railroad "environment" already exists where one is, so adding tracks next to it is like an addition to the family so to speak. Would it also not make more sense to use existing rail yards along these tracks, even if it required updates to the yards themselves, to assist in getting trains moved more efficiently by each other in situations where inevitably congestion would come about in peak transportation times during the year, ie., after a particularly tough winter season when freight movement is playing catch up or as in the case near us in the fall, when grain has to be moved out of elevators sometimes to make room for additional incoming crop? The total number of affected acres would be far less when next to existing tracks rather than a brand new line in a new area where all new rail spurs and crossings, not to mention additional infrastructure would chew up acreage and real estate in phenomenally high amounts as compared to an already existing setup. Furthermore the entire community disruption caused by a brand new rail line in fact changes that community forever, including in ways that cannot be measured by dollars and I believe that is simply not worth the cost .

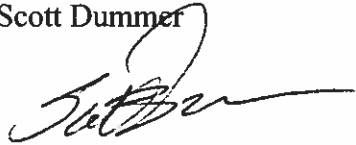
Number Two, as I have talked with employees and even planners with Union Pacific and BNSF to get their opinion about this project and those companies' position on GLB, the definitive response to their interest in it has been "No thanks!" With a tremendous amount of track that they already own, their need for this rail line is non-existent. In the case of Union Pacific, they (Union Pacific) simply could not understand why this project was even being taken seriously by government officials since so many tax dollars had already been invested into the CREATE program that, in this individuals estimation, was going to do far more than GLB ever could simply because of purpose and proximity to

the real congestion problem. To the best of my knowledge and excluding Mr. Patton's "private" investors (and there SERIOUSLY needs to be an inquisition on that supposed need to be private and why), no railroad has made a commitment to the use of this line. And if in fact, some of these "private" entities do in fact have a need for this line, the public and, just as importantly, the STB need to be made aware of what freight is going to be moved on these lines so that the decision made in terms of an environmental impact can be made with full and complete information.

I am opposed to this GLB project as per the reasons listed above.

Regards,

Scott Dummer

A handwritten signature in black ink, appearing to read "Scott Dummer", written over the printed name.

S. Dummer
886 W 300 N Rd
Bartfield, IL 60113



CHAMPAIGN IL 61818
20 MAY 2016 PM 11



Dave Nauckey
Sustar Transportation Board
385 E. Street SW
Washington, DC 20423-0001



Docket No. FD 35952

2016052011