

July 13, 2016

Mr. Dave Navecky
Environmental Analysis
Surface Transportation Board
395 E Street SW
Washington DC 20423-0001
Docket No. FD-35952

Dear Mr. Navecky,

We are opposed to the Great Lakes Basin Railway (GLB) for the various reasons outlined in this document.

Straight from <http://www.greatlakesbasin.net/project-purpose>: “The severe winters of 2012-13 and 2013-14 underscored how problematic the Chicago rail terminal can be. As weather delays grew, the terminal was quickly stretched beyond its capacity, creating severe delays for commodities moving through the terminal. And because Chicago is the most important hub for the six largest Class 1 railroads, those delays reverberated throughout the entire North American rail network.”

So, the GLB’s answer is to run a railway through the middle of corn fields? This doesn’t even make sense. Those severe winters mentioned were even worse in the rural areas, especially with Lake Effect Snow coming off of Lake Michigan. It can be a non-stop snow machine. It is nothing to get a foot at a time. Roads drifted shut and states of emergencies were declared by the counties due to dangerous conditions including but not limited to white-out conditions, blowing and drifting, slick roads and severe cold. If you are out in an open area, like a cornfield, there is nothing to stop the blowing and drifting snow from blocking the tracks. It can get so bad that snow plows aren’t enough and pay loaders are used to plow the roads. How are trains going to make it through these harsh conditions in outlying areas if they can’t handle it in the city? Winters in Northwest Indiana delay everybody and everything; trains won’t be an exception.

Sincerely,

Miranda & Richard Serletic

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