

Dave Navecky

June 12th 2016

Attn Docket No. FD 35952

Surface Transportation Board

395 E. street SW

Washington, D.C. 201423-0001

Writing in opposition to Docket FD 35952

This proposal has no economic merit, as I researched this project with many users. First the main lines don't want it, and actually laugh at this proposal. I was told by many users they would not use it and that it would be too expensive to use. One such user is the largest user of rail services at Kingsbury Indiana.

Secondly it is not needed for speeding up freight going thru Chicago, as CREAT has already speeded up the through trains by hours, and a bypass line would only be able to shave a couple of hours at best from the existing routs. Some railroads already have their own bypasses. CREAT has only finished 26 of their 70 projects to date. This Means that we can expect even more efficiently in the future. That trains will speed up even more

There are also many other reasons why this should not be approved and flatly turned down as a big bad Idea!

In LaPorte County Indiana this proposal would be only a mile from the Federally protected Pinhook Bough, that has many rare plants and some of the only ones of their type. This is located between Woznak road and County road 700 West. There would be a big concern over any pollutants either air or water in the case of any mishaps

It also would take out LaPorte County's largest Argo Tourism site. That has been 5 generations in the making, and all the area people and Chicago people like to visit it frequently. " Garwood's u pick and farm market" it's a place all children and adults alike look forward to visiting each vegetable and fruit season of the year. Please understand that 62% of LaPorte County's income is from Agriculture. That being said much of the county's income would be removed if the GLB Rail line was approved. The loss would be forever.

We have chosen to live in this area because of the Quality of life it has to offer us. If this proposal were approved our Quality of Life would be destroyed as we know it. There would be more air pollution do to trains idling or at slow speeds, and more noise to deal with every hour of the day and night. It would take us all longer to go places, and longer for emergency services to reach us. Our cost of living would increase just because some private enterprise wants to make his money at our expense. The beauty of the country would be lost, we would have to look at crossings, bridges and fly overs. The beauty of looking across the fields and prairies would be gone. We don't need this Railroad to get our products to market, as we already have means to do that.

Many people in the cities think there is nothing out there but farm ground, not understanding we feed them all, and even grow the trees for the oxygen they breath. I have a classified forest and care for the trees all year long, yet no body allows me to charge for the oxygen produced. That being said Chicago wanted the railroads and that is why they were built there. Now some of their people don't want them. I see no good reason the farmers in Wisconsin, Illinois and Indiana should give up their ground for the people in Chicago near the railroad, as they, like us have a choice where to live.

Many family farm incomes would be reduced if not lost totally. It would force the price of food higher, because it costs more to plant and till angler shaped fields. This savings would be lost forever, as it is not very likely this rail line would ever be dismantled and put back in to farm grounds. In many cases our grandfathers and great grandfathers worked the ground, where we make our livings on today.

There would be grave Safety concerns, as the proposal has many grade level crossings. For 100 grade crossings there would be 84 lives lost and 336 injuries over the next 30-year period that is way too much hardship on our Families and children.

If a spill got into our ground water, it would affect everybody and everything. Most of us do not have city water supplied by Lake Michigan. We have wells for drinking water and for watering our fields and livestock. If a spill happened in the county our fields could be ruined for miles around, as that is how our irrigation systems work.

The GLB use the safety of Chicago's millions of people as a reason to get approved, but that is highly inflated most death and injury in train disasters are to the people on the train not along the tracks. The most people killed along train tracks and not riding on the train, happened in Canada in 2013 nearly 50 killed. That was terrible, but it could happen in Chicago, or any small town in the country. So don't approve this Big Bad Idea because it will not change the danger. Only move it to people who have a greater feeling for the value and quality of life.

None of the counties affected by this proposal had 60 shootings over the weekend, as Chicago did the last two weekends in a row. As a matter of fact, all the affected counties added together, in Wisconsin, Illinois and Indiana did not have 60 shootings on any weekend. So why endanger us? It is plain to see we value life much more than the people, this proposal is to keep safe. It is a Big Bad Idea!

Our Rivers and streams are pretty clean compared to many of Chicago's rivers and ship canals. Don't take a chance to pollute our rivers and streams and kill our wildlife with a spill. People in the country trap and hunt to supplement their incomes and food sources. Not very true in the cities. If we lose our wildlife to pollution or a spill of some kind, our people will suffer from the loss. Not to mention that the city people go to the farm lands and country just to see wildlife and nature on many occasion.

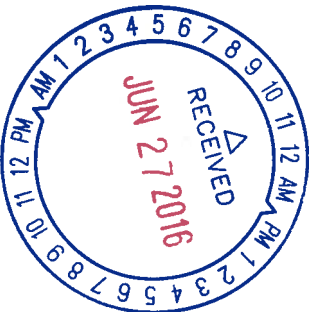
Conclude this Big Bad Idea has no merit to be built.

Ron Kimball

6303 W. 50 South

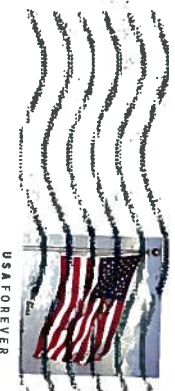
LaPorte Indiana 46350

Kimball
6303 W 50 South
LA Porte, IN
46350



Docket FD 35952

GROUND RAPIDS MI 494
13 JUN 2016 PM 3 L



DAVE NAVECKY
Surface Transportation Board
395 E. Street SW
Washington, D.C.

20423-

