

April 26, 2016

Surface Transportation Board, Docket No. FD 35952

Mr. David Navecky,

I would like to take a moment of your time to address the proposed plan of Great Lakes Transportation LLC. to build a railway directly through the middle of the magnificent natural resources, the soil and aquifer of Boone County, Illinois. This soil is considered some of the most productive soil in the country, and one of the biggest and best aquifers in Illinois. It has a long history of being the most productive food producing land, due to its incredibly perfect mix of elements. Sadly though, Great Lakes Transportation representatives are blind to this valuable resource, and call it "vacant land" or "under developed".

We are a third generation farm and agri-bussiness family in Boone County, Illinois. We respect the land and the people who make their living off the land by farming. We are grain farmers and beef farmers. The impact this proposed railway would have on the land and our way of life would be devastating. The railroad would permanently change the drainage on several of our farms due to the railroad passing through them. It could crush our drainage tile and change the natural water path and cause flooding thus causing lost production to our farm land. Wonderful top soil will be disrupted and even lost during this process and ground erosion could occur as well, this damage would be irreparable. This is PERMANENT DESTRUCTION of an extremely valuable resource. In addition, the soil on either side of the railway would be compacted irreparably by construction equipment. And who knows what GLBT has in mind for future expansion. Once this land is gone, it is gone forever.

Furthermore, the noise level of these nearly constant trains would cause severe stress issues with our livestock. In fact, livestock of all kinds would be disrupted not only by noise, but by broken, disjointed pastures, and the inability of farmers to get to their fields. People's homes and barns would literally shake with vibration from this proposed railway. The value of our property will also go down. Boone County would LOSE tax dollars as well, as railroads do not pay taxes. The people that live here love this rural way of life. We are not just expendable, we count too.

Farming is a multi-million dollar production business. Farmers have millions invested in their land, equipment, livestock, seed and diligent stewardship of the preservation of our land and resources. Our operating loans are based on our land and production on the land. There have been many practices put in place to protect this valuable resource. Not only by ourselves, but also the United States Government in Conservation Programs such as Conservation Reserve Programs.

This railway would also bring many safety issues. These trains will be constantly disruptive to normal traffic flow for commuters traveling to the east on roads such as Marengo road in the am and pm for work. Emergency response times could be

increased greatly, and in the case where we have farms split by the rail road the danger of getting back and forth could be significant.

Then as far as our business we supply farm tires in the field to farmers' and this could slow our response time down due to train traffic. It also could cause lost business in the east due to the trains and time restraints. They might choose a vendor to the east for their auto repairs as well. We also run a convenience store, gas station/truck stop in Boone County, Illinois that with the lack of semi's on the road (1 million per Mister Patton) will affect our business and our tire business as well. Not to mention the loss of Motor Fuel Taxes paid by truckers' used for road repair and construction. This will create a hardship on our entire operation whether it is our farming, livestock, tire business, or truck stop business. This is why I ask that you deny this path of destruction to America's beautiful resource of Farmland and the dedicated people who are working 365 days a year to preserve it. There is absolutely NO benefit to Boone County by having this railway plow through here. Not one good thing.

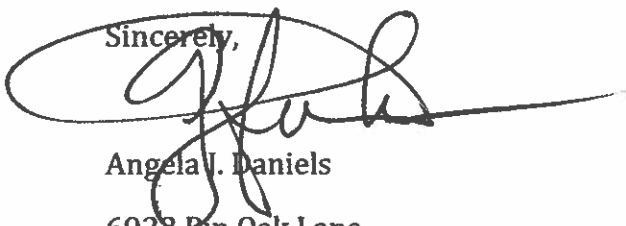
I also ask that you deny such a huge easement as GLBT is not a utility company and the STB must exclude any non railroad uses from its consideration. Thus his request for an additional 50 foot of easement requested.

We also need to remember the CREATE projects and the impact it will have on alleviating the congestion, that Mr. Patton says he is trying to repair with his proposed project.

There are also already many under used rail lines such as the EJ&E belt way taken over by Canadian National that was built to handle the bypass of Chicago. Secondly if the Canadian National line was increase to two tracks throughout the bypass and reduce at grade crossings it would be a great alternative. A possible second alternative would be to build along the interstate I-90 (I-39) because this land has already been impacted and at grade crossings would be less due to stub roads that have already been created by the interstate.

Please, I urge you to consider denying access to GLBT; there are so many underutilized and abandoned rail lines already in place that could be used instead. We are a valuable rural ecosystem that functions beautifully, as it is. It is an incredible natural resource that, once gone, can never, EVER be replaced. Thank you for your time.

Sincerely,

A handwritten signature in black ink, appearing to read 'Angela J. Daniels', with a long horizontal flourish extending to the right.

Angela J. Daniels

6922 Pin Oak Lane

Garden Prairie, Illinois 61038 (815) 544-6806

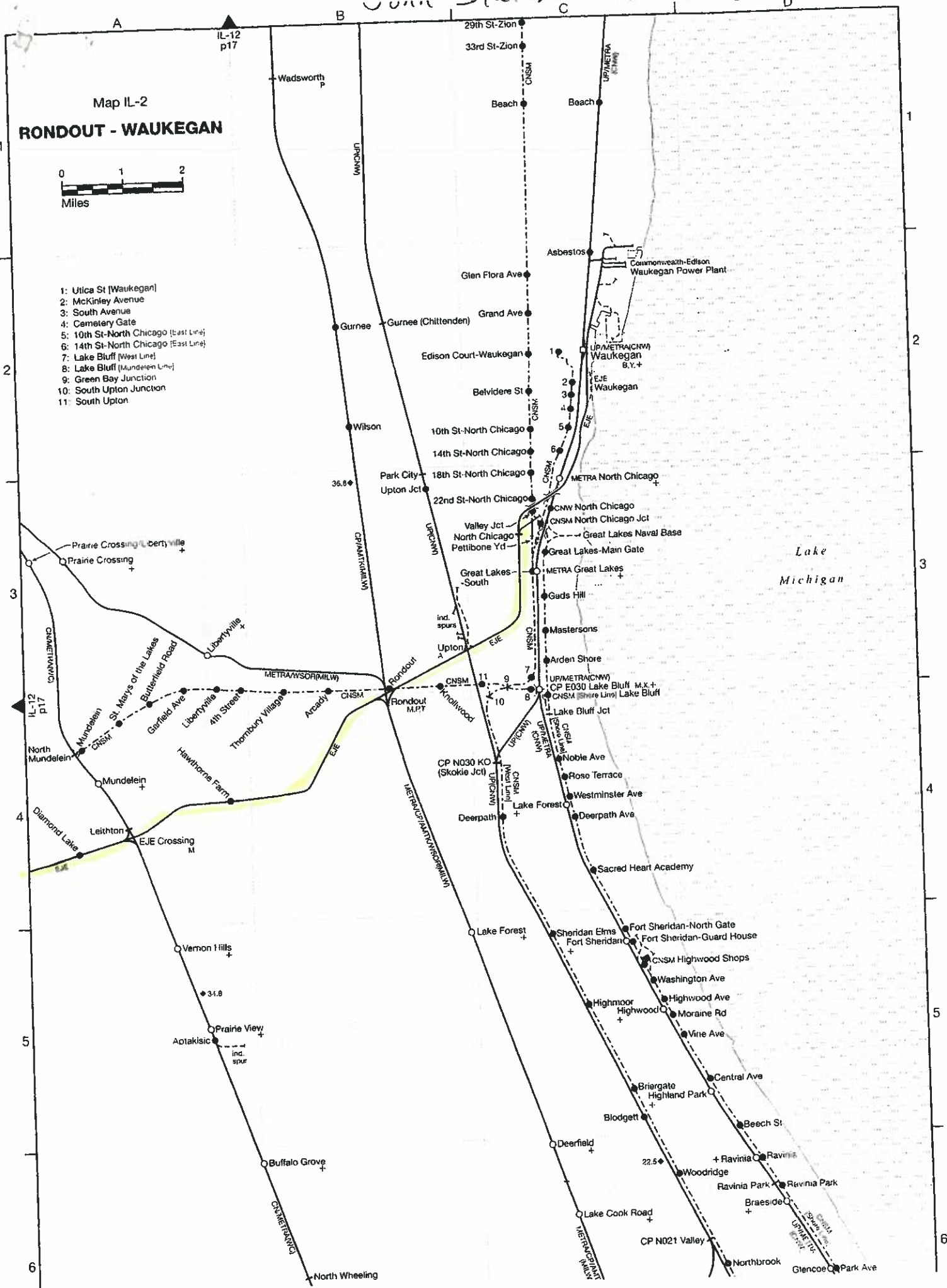
Please also find the attached documents for reference.

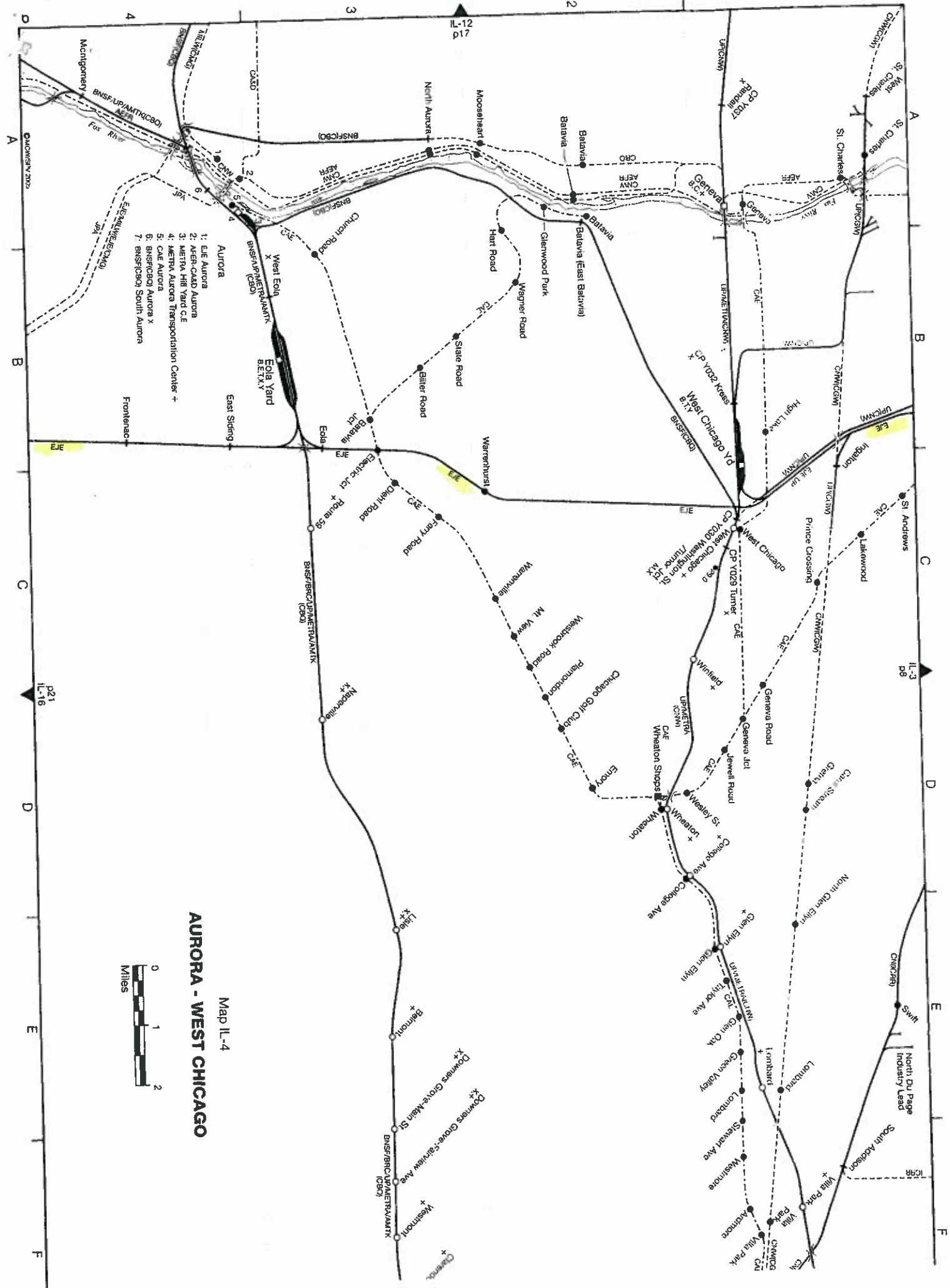
1. EJE (CN) rail route map
2. Status of CREATE projects(12/21/15) map & legend
3. List of abandoned railroads of Illinois
4. Agriculture in Illinois fact sheet
5. 2012 Illinois railroad map

RONDOUT - WAUKEGAN



- 1: Utica St [Waukegan]
- 2: McKinley Avenue
- 3: South Avenue
- 4: Cemetery Gate
- 5: 10th St-North Chicago [East Line]
- 6: 14th St-North Chicago [East Line]
- 7: Lake Bluff [West Line]
- 8: Lake Bluff [Mundelein Line]
- 9: Green Bay Junction
- 10: South Upton Junction
- 11: South Upton



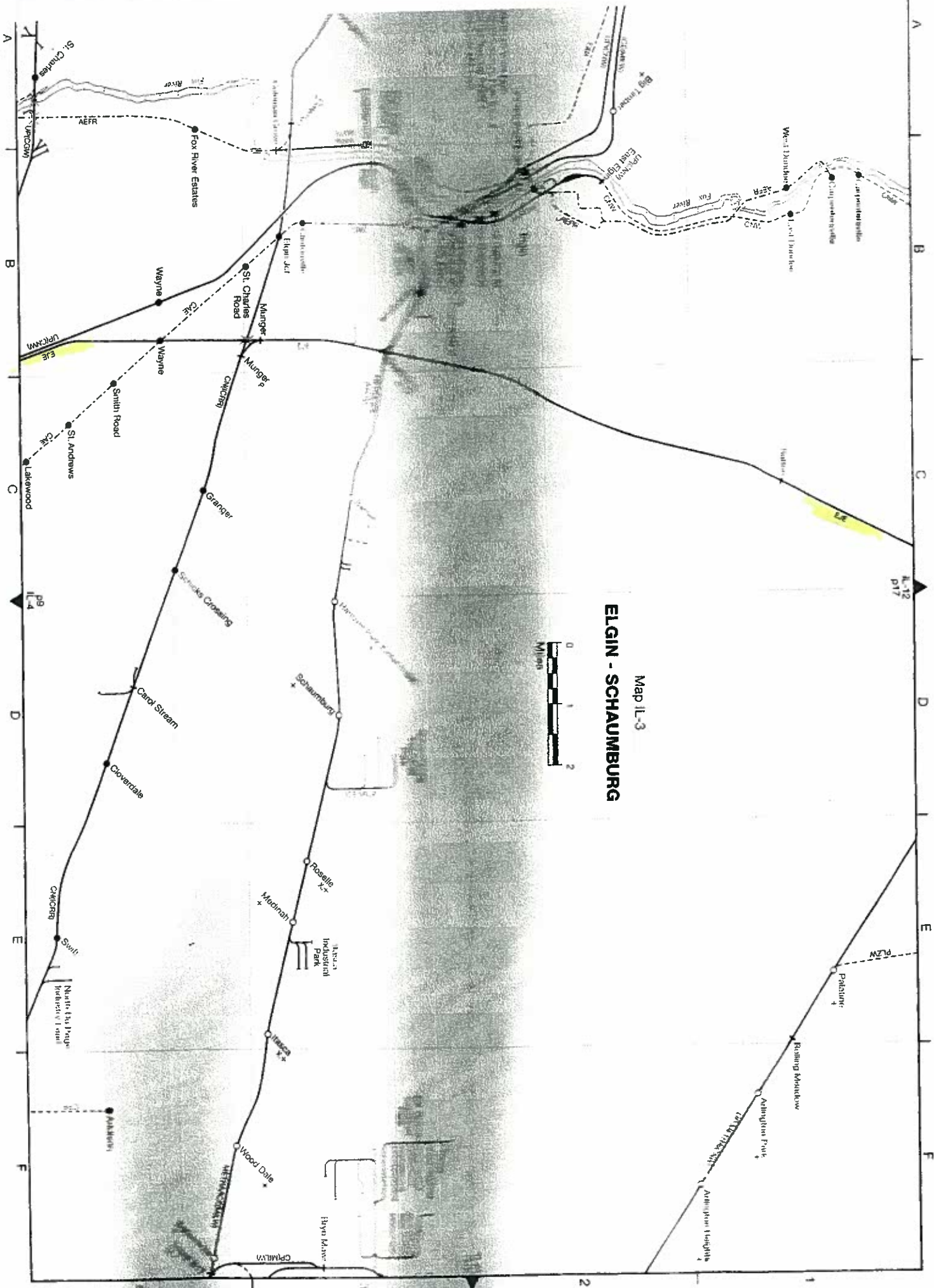


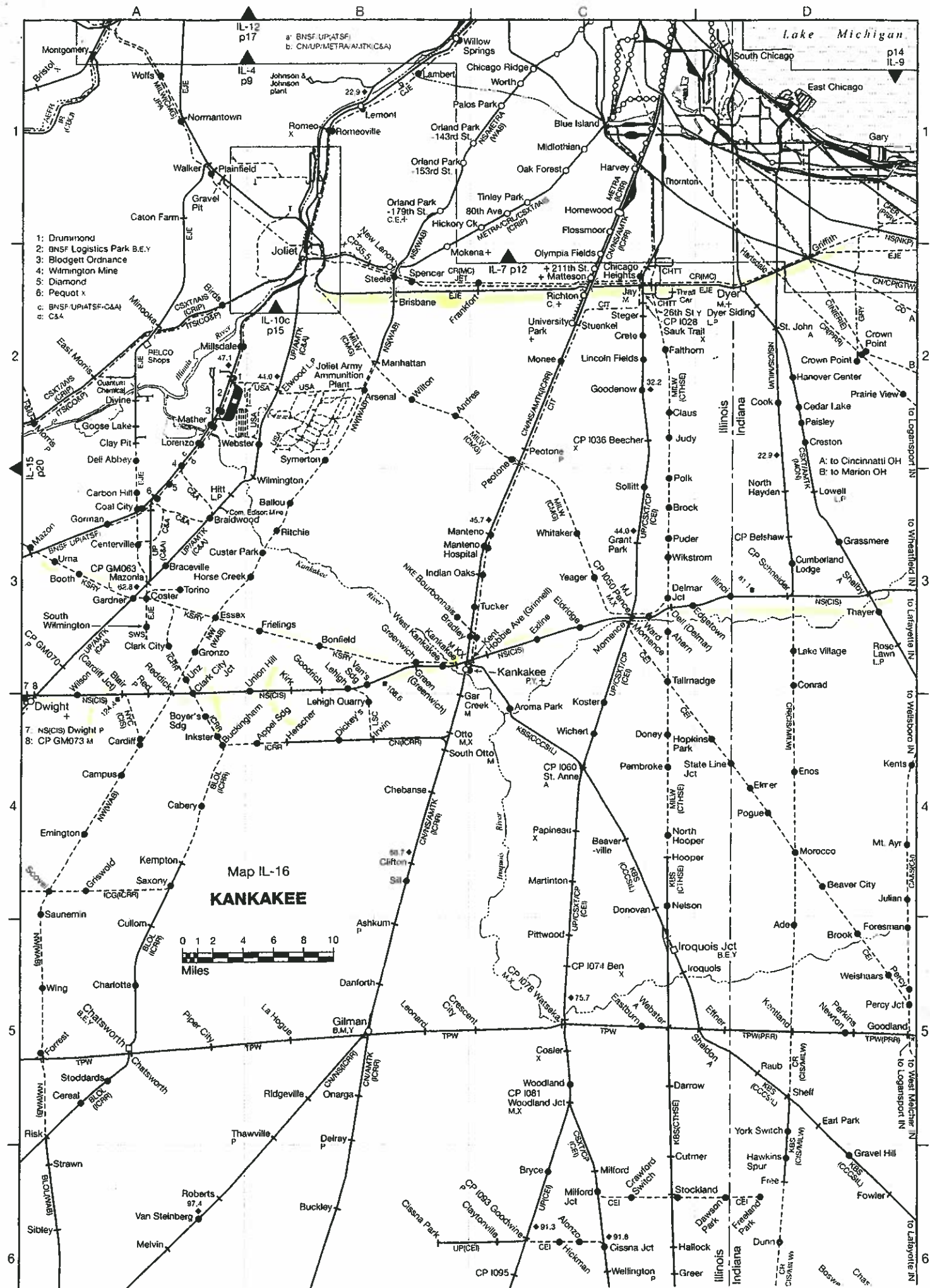
AURORA - WEST CHICAGO

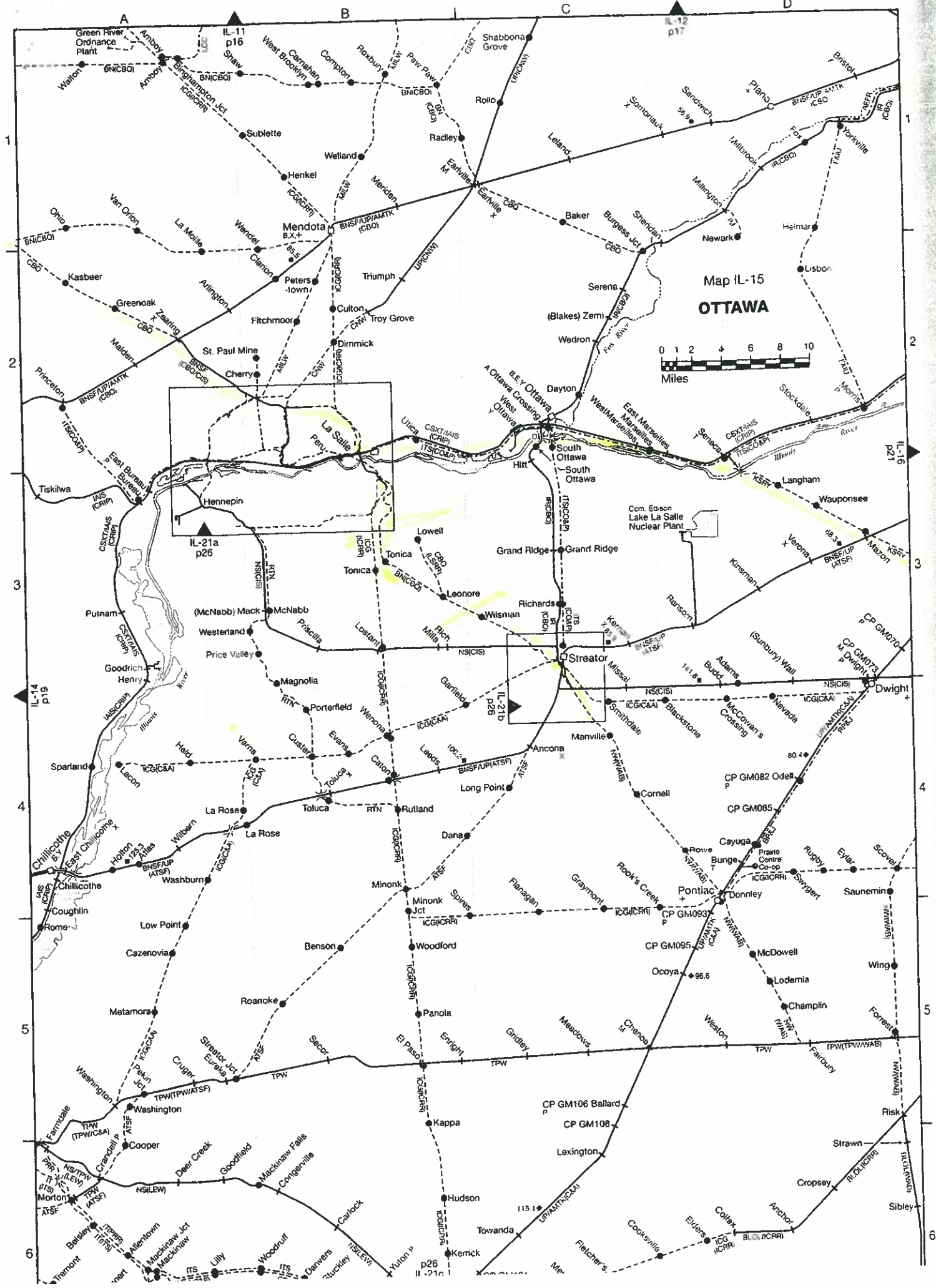
Map IL-4



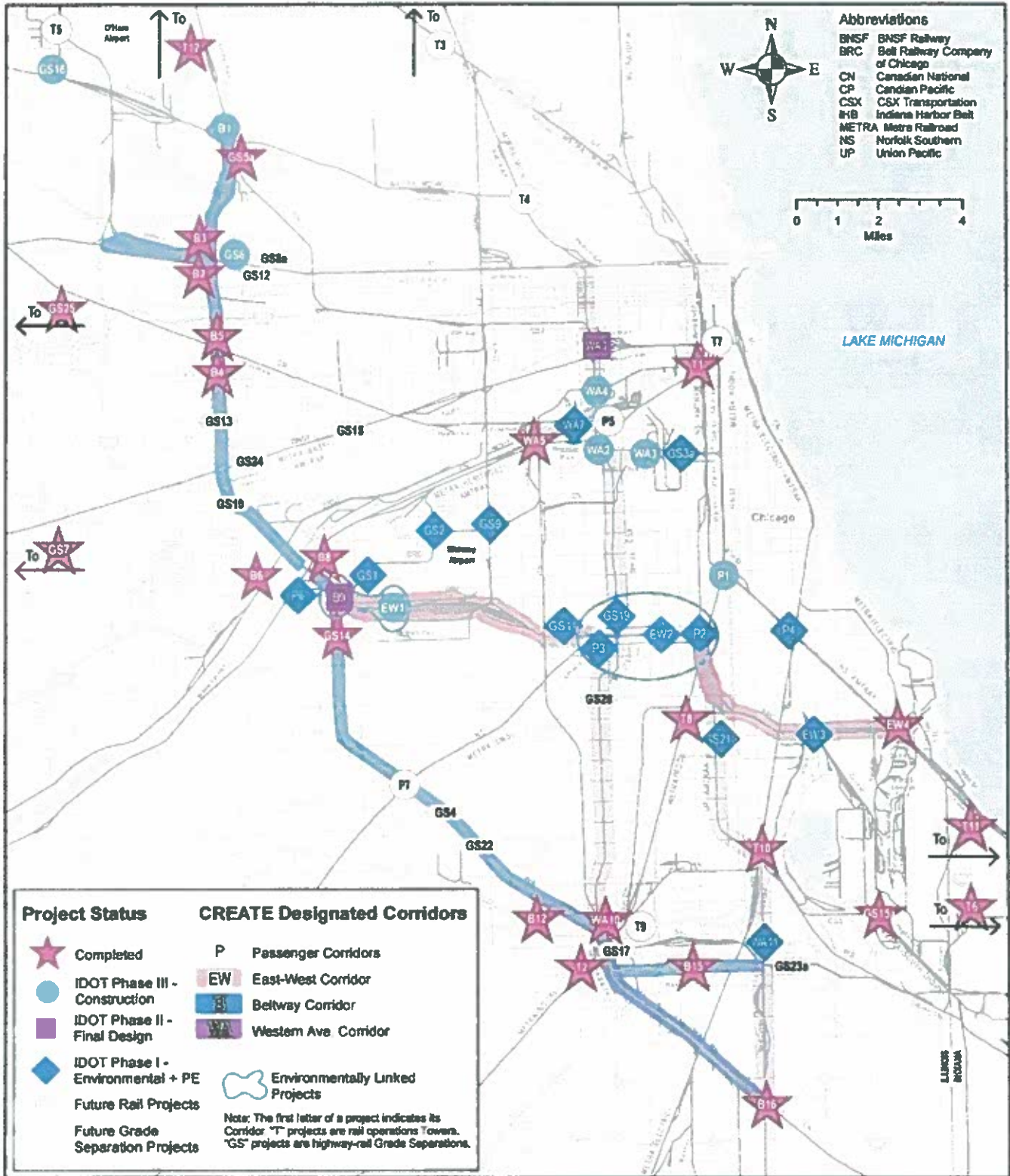
Map IL-3 ELGIN - SCHAUMBURG







Status of CREATE Projects (12/21/2015)



Note: Viaduct projects in the City of Chicago are not displayed.



CREATE Program - Overall Project Status Summary

Revised - 21-Dec-15

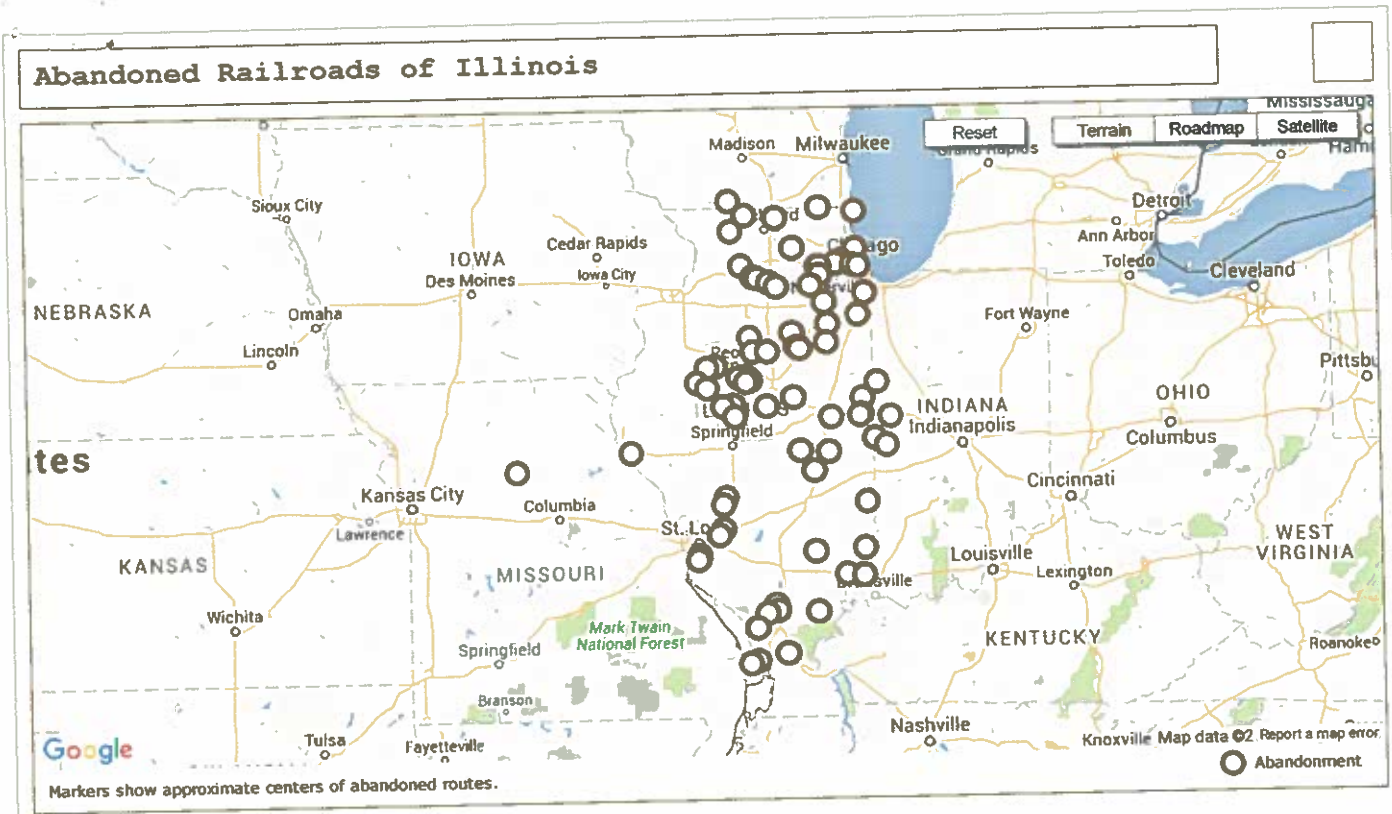
						Current Project Status - 21-Dec-15					Project Completion Date
						Resolution Pending Funding Availability	DOT Phase I - Environmental + PE	DOT Phase II - Final Design (PS&E)	DOT Phase III - Construction	Project Completed	
BELT CORRIDOR	B1	CP double & IHB connection	Franklin Park	Metra/CP/IHB/CN	Metra				X		Sep 2013
	B2	Proviso 3rd Main	Bellwood / Berkeley / Elmhurst / Melrose Park	IHB/UP/Metra	UP				X		Sep 2009
	B3	Melrose connection	Bellwood	IHB/UP	IHB (CSX)				X		May 2012
	B4*	TCS LaGrange to CP Hill	LaGrange / LaGrange Park / McCook	IHB	IHB (CSX)				X		May 2012
	B5*	TCS LaGrange to CP Hill	Bellwood / Broadview / Melrose Park	IHB/CN	IHB (CSX)				X		Dec 2009
	B6	McCook	McCook	CSX/BNSF/Amtrak/Metra	CSX				X		Mar 2009
	B8	TCS Argo to Canal	Bedford Park / Bridgeview / Summit	CSX/Amtrak/Metra	CSX				X		
	B9**	Argo	Chicago / Bedford Park / Bridgeview / Summit	BRC/CSX/Amtrak/Metra	CSX			X			
	B12	CP Francisco	Alsip / Blue Island	CSX	CSX				X		Jul 2011
	B15	TCS Blue Island	Blue Island / Dolton / Riverdale	IHB	IHB (CSX)				X		Sep 2012
	B16	Thornton Jct	South Holland	UP/CN	UP				X		Jun 2014
E-W CORRIDOR	EW1**	Argo	Chicago / Bedford Park / Bridgeview / Summit	BRC/Amtrak/Metra	BRC (CSX)				X		
	EW2***	80th Street	Chicago	BRC/Metra/UP/NS	BRC (NS)		X				
	EW3	Pullman Jct	Chicago	BRC/NS	NS		X				
	EW4	CP 500	Chicago	BRC/NS/Amtrak	NS					X	Jul 2008
WESTERN AVE CORRIDOR	WA1	Ogden Jct	Chicago	CSX/NS/UP/Metra	UP			X			
	WA2	TCS Blue Island Sub	Chicago	CSX/Amtrak/Metra	CSX				X		↑
	WA3	Ashland Ave. & CJ Mains	Chicago	NS	NS				X		↑
	WA4	BNSF Horseshoe	Chicago	BNSF/CN/NS/CSX	BNSF				X		
	WA5	Corwith Tower	Chicago	BNSF/CN/Amtrak/Metra	BNSF					X	Jun 2009
	WA7	Brighton Park	Chicago	NS/CSX/CN/Amtrak/Metra	NS		X				
	WA10	Blue Island Jct.	Blue Island	CN/CSX	CSX					X	Sep 2013
	WA11	Dolton Interlocking	Chicago / Dolton / Riverdale	IHB/CSX/UP/Amtrak	CSX		X				
PASSENGER CORRIDORS	P1	63rd & State	Chicago	Metra/NS	Metra				X		↑
	P2***	74th Street	Chicago	BRC/Metra/NS	Metra		X				
	P3***	75th Street	Chicago	BRC/CSX/NS/Amtrak	Metra		X				
	P4	Grand Crossing	Chicago	NS/Amtrak	NS						
	P5	Brighton Park	Chicago	CN/Amtrak/Metra	Metra						
	P6	Canal	Summit	CN/Amtrak/Metra	Metra		X				
	P7	Chicago Ridge	Chicago Ridge	Metra/IHB	Metra						
TOWER PROJECTS	T1	21st Street	Chicago	Amtrak/Metra	Amtrak					X	Feb 2005
	T2	Blue Island Jct.	Blue Island	CN	CN					X	Aug 2014
	T3	Roundout	Lake Forest	CP/Metra/Amtrak	CP/Metra						
	T4	A-5	Chicago	CP/Metra/Amtrak	CP/Metra		X				
	T5	B-17	Bensenville	CP/Metra	CP/Metra						
	T6	Columet Tower (IN)	Indiana / Chicago	IHB	IHB					X	Mar 2013
	T7	16th Street	Chicago	Metra/Amtrak	Metra		X				
	T8	Gresham	Chicago	Metra	Metra					X	Jan 2010
	T9	Blue Island	Blue Island	Metra	Metra		X				
	T10	Kensington	Chicago	Metra/NICTD/Amtrak	Metra					X	Jan 2010
	T11	Hick (IN)	Indiana / Chicago	NS/Amtrak	NS					X	Jul 2010
	T12	Devil	Des Plaines	UP/Metra	UP					X	May 2005
GRADE SEPARATION PROJECTS	GS1	63rd St / Harlem Ave	Chicago	BRC	IDOT		X				
	GS2	Central Ave / 54th St	Chicago	BRC	IDOT		X				
	GS3a	Morgan St / Pershing Road	Chicago	NS	CDOT			X			
	GS4	Central Ave	Chicago Ridge / Oak Lawn	IHB	IDOT		X				
	GS5a	Grand Ave	Franklin Park	IHB/CN/Metra	IDOT					X	Sep 2007
	GS6	25th Ave	Melrose Park / Bellwood	UP/Metra	IDOT/Local				X		↑
	GS7	Belmont Rd	Downers Grove	BNSF/Metra/Amtrak	Metra					X	Oct 2012
	GS8a	5th Ave	Maywood	UP/Metra	IDOT		X				
	GS9	Archer Ave / Kenton Ave	Chicago	BRC	CDOT			X			
	GS10	47th St / East Ave	LaGrange / McCook	IHB	IDOT		X				
	GS11	Columbus Ave / Maplewood Ave	Chicago	BRC	CDOT			X			
	GS12	1st Ave	Maywood	UP/Metra	IDOT		X				
	GS13	31st St	LaGrange Park	IHB	IDOT		X				
	GS14	71st St	Bridgeview	CSX	IDOT/Local					X	Nov 2013
	GS15a	130th St / Torrence Ave	Chicago	NS/NICTD	CDOT					X	Jul 2015
	GS16	Irving Park Rd	Bensenville	CP	IDOT				X		↑
	GS17	Western Ave	Blue Island	CSX	IDOT		X				
	GS18	Harlem Ave	Berwyn / Riverside	BNSF/Metra/Amtrak	IDOT						
	GS19***	71st St / Bell Ave	Chicago	CSX	IDOT			X			
	GS20	67th St / Rockwell St	Chicago / Evergreen Park	CSX	CDOT		X				
	GS21a	95th St / Eggleston Ave	Chicago	UP/Amtrak	CDOT			X			
	GS22	115th St	Alsip	CSX	IDOT		X				
	GS23a	Cottage Grove	Dolton	IHB/CSX	IDOT		X				
	GS24	Maple Ave	Brookfield	BNSF/Metra	IDOT		X				
	GS25	Roosevelt Road	West Chicago	UP/Metra	IDOT					X	Jul 2015
Other	Common Operational Picture	Chicago and suburbs (Chicago Terminal District)	All Railroads							X	May 2015
Other	Viaduct Improvement Program	Chicago (various locations)	various	CDOT					X		↑
Other	Grade Crossing Safety Program	Suburbs (various locations)	various	IDOT/CDOT							
Total Projects						19	16	2	9	25	

* Projects B4 and B5 are linked for the purposes of environmental review and design/construction.

** Projects B9 and EW1 are linked for the purposes of environmental review and design/construction.

*** Projects P2, P3, EW2, and GS19 are linked for the purposes of environmental review and collectively known as the "75th Street Corridor Improvement Project".

† These projects are not yet complete but have secured a full funding commitment (from a combination of federal, state, local, and/or railroad sources) to advance through construction completion.



Abandonments

- 

Abandoned Rails of Addison
 Railroads: ICG, IC, ICRR, ARR, CM&N
- 
Amboy to Lee Center
 Railroads: CB&Q
- 

Aurora to Geneva
 Railroads: C&NW
- 

The Aurora Branch (Normantown to Aurora)
 Railroads: E&E
- 

Beloit, WI to Freeport, IL
 Railroads: CMS&P&P, R&M, M&STP
- 

Bement to Altamont
 Railroads: B&O, WAB
- 
Bloomington to Jacksonville
 Railroads: ICG, IC, C&A
- 


Browns, IL to Poseyville, IN
 Railroads: ICG, IC, PD&E, ETRR
- 
Bush to Johnson City
 Railroads: IC, MP, SLIM&S
- 
Carbondale to Herrin
 Railroads: IC
- 


Chicago to Northbrook
 Railroads: UP, C&NW, CNS&M
- 

The Chicago and Rock River Railroad (Sterling to Shabbona)
 Railroads: CB&Q, C&RR



Abandoned Rails: Abandoned Railroads of Illinois

- 
[The Chicago, Attica and Southern Railroad](#) (Mokena, IL to Brazil, IN)
 Railroads: [CA&E](#), [CA&S](#), [C&GS](#), [C&IC](#)
- 
[The Chicago, Aurora and Elgin Railroad](#) (Chicago to Aurora and Elgin)
 Railroads: [CA&E](#)
- 
[Chicago, IL to Milwaukee, WI](#)
 Railroads: [CNS&M](#)
- 
[Abandoned Rails of Chicago](#)
 Railroads: [ICG](#), [B&OCT](#), [CGW](#), [C&NW](#), [CJRY](#), [CTC](#), [INRY](#)
- 

[The Cloverleaf Division](#) (Saint Louis, MO to Frankfort, IN)
 Railroads: [NS](#), [N&W](#), [NYC&SL](#), [TSL&W](#)
- 
[Cullom to Herscher](#)
 Railroads: [IC](#), [BSCR](#)
- 


[Danville to Farmer City](#)
 Railroads: [NYC](#), [CB](#), [ICG](#), [IC](#), [P&E](#)
- 


[The Danville Secondary](#) (Danville, IL to Schneider, IN)
 Railroads: [NYC](#), [CB](#), [PC](#), [KBLRR](#)
- 


[Abandoned Rails of Danville](#)
 Railroads: [NYC](#), [CB](#), [CSX](#), [PC](#), [P&E](#), [CCC&SL](#), [DUB&P](#)
- 
[Dunfermline to Liverpool](#)
 Railroads: [UECC](#)
- 
[Dwight to Wenona](#)
 Railroads: [ICG](#), [C&A](#)
- 

[East Alton to Hillsboro](#)
 Railroads: [NYC](#), [CCC&SL](#), [CTSL&C](#), [TH&A](#), [CCC&I](#)
- 

[East Peoria to Maroa](#)
 Railroads: [PRR](#), [ITRR](#), [VRR](#), [IMRR](#), [TH&P](#)
- 
[East Saint Louis to Waterloo](#)
 Railroads: [ICG](#), [M&O](#), [GM&O](#)
- 


[The Elm Industrial Lead](#) (Middle Grove to Peoria)
 Railroads: [UP](#), [C&NW](#), [M&SL](#), [P-F](#)
- 


[The Evansville, Mount Carmel and Northern Railroad](#) (Mount Carmel, IL to Evansville, IN)
 Railroads: [NYC](#), [CB](#), [NS](#), [L&N](#), [PC](#), [CCC&SL](#), [EMC&N](#)
- 
[Fairbury to Streator](#)
 Railroads: [N&W](#), [WAB](#)
- 

[Farmersville, IL to Saint Louis, MO](#)
 Railroads: [ICG](#), [IC](#), [SLP&N](#), [SL&C](#), [SL&P](#), [N&S](#), [SL&E](#)
- 


[Forest Park to Ingallton](#)
 Railroads: [CGW](#), [C&NW](#), [M&NW](#), [CS&P&KC](#)
- 

[The Fox and Illinois Union Railway](#) (Yorkville to Morris)
 Railroads: [F&IU](#)
- 
[Freeport to Centralia](#)
 Railroads: [ICG](#), [IC](#), [HL&E](#)
- 

[Freeport, IL to Madison, WI](#)
 Railroads: [ICG](#), [IC](#), [CM&N](#), [CWRR](#), [W&C](#)
- 
[Fulton County Narrow Gauge Railroad](#) (Galesburg to West Havana)
 Railroads: [CB&O](#), [BN](#), [FCNGRR](#)
- 


[The Gary Line](#) (Rockford to Delmar)
 Railroads: [CMS&P&P](#), [CM&G](#), [II&M](#)

-   [Glenwood to Chicago Heights](#)
Railroads: [CSX](#), [B&OCT](#)
-  [Grundy County to Will County](#)
Railroads: [AT&SF](#), [GM&O](#)
-  [Herrin to Christopher](#)
Railroads: [IC](#)
-  [Hervey City to Dennison](#)
Railroads: [PRR](#), [YRR](#)
-   [The Joliet, Rockford and Northern Railroad](#) (Paw Paw to Sheridan)
Railroads: [CB&O](#), [JR&N](#)
-  [The Joppa Branch](#) (Vienna to Joppa)
Railroads: [C&EI](#)
-  [Kempton to Minonk](#)
Railroads: [ICG](#), [IC](#)
-    [The Kenosha Division](#) (Kenosha, WI to Rockford, IL)
Railroads: [CANW](#), [KR&RI](#), [K&B](#)
-  [Lincoln to Havana](#)
Railroads: [ICG](#), [IC](#)
-  [Manhattan to Forrest](#)
Railroads: [WAB](#)
-    [Mansfield to Bloomington](#)
Railroads: [NYC](#), [CR](#), [PC](#), [CCC&SL](#), [DUB&P](#), [IB&W](#)
-  [Marblehead to Rockport](#)
Railroads: [CB&O](#)
-   [The Millstadt Branch](#) (Dupo to Millstadt)
Railroads: [M&O](#), [GM&O](#), [SL&C](#), [C&M](#)
-  [Morton to Lincoln](#)
Railroads: [ITRB](#), [IIC](#)
-   [North Aurora to Geneva](#)
Railroads: [CB&O](#)
-   [Abandoned Rails of North Riverside](#)
Railroads: [CC&P](#)
-    [The Northern Illinois Railroad](#) (Spring Valley to Belvidere)
Railroads: [UP](#), [C&NW](#), [NIRR](#)
-  [Paris to Shelbyville](#)
Railroads: [NYC](#), [CR](#), [CCC&SL](#)
-  [Pekin to Bloomington](#)
Railroads: [NYC](#), [P&E](#), [CCC&SL](#), [DUB&P](#), [IB&W](#)
-   [The Pekin District](#) (Streator Junction to Pekin)
Railroads: [AT&SF](#)
-  [Peoria to Springfield](#)
Railroads: [ICG](#), [IC](#), [C&A](#)
-  [The Peoria Branch](#) (South Morton to Allentown)
Railroads: [PRR](#)
-  [Percy to Cairo](#)
Railroads: [GM&O](#)
-   [The Quincy, Omaha and Kansas City Railroad](#) (Quincy, IL to Kansas City, MO)
Railroads: [CB&O](#), [OO&KC](#), [OKC&E](#)

		Roscoe to Belvidere	Railroads: C&NW		
		Rossville Junction to Slidell	Railroads: CSX , C&EI		
			Saint Charles to Galena	Railroads: CGW , UP , C&NW , M&NW , CS&P&KC	
		Saint Francisville to Paris	Railroads: NYC , PC , CCC&SL , PCRB		
		Shawneetown to Altamont	Railroads: B&O , B&OSW , PTRy		
		Shawneetown to McLeansboro	Railroads: CSX , L&N , S&ISE		
		Staunton to Gillespie	Railroads: ITC		
		Steward to Mendota	Railroads: CMS&P&P		
		Streator Junction to Ancona	Railroads: AT&SF		
		Terre Haute, IN to Danville, IL	Railroads: CMS&P&P		
		Thebes to Klondike	Railroads: MP		
		The Troy Branch (Troy to Collinsville)	Railroads: PRR , PCC&SL		
		Urbana to Sidney	Railroads: WAB		
		Vienna to Thebes	Railroads: C&EI		
		Vincennes, IN to Cairo, IL	Railroads: NYC , CR , SR , PC , CCC&SL , WSL&P , C&V , CV&C		
		Washington to Varna	Railroads: ICG , IC , C&A		
		The Waterloo Railroad (East Saint Louis to Waterloo)	Railroads: ICG , GM&O , ESL&C&W , M&O		
		Wenona to Lacon	Railroads: ICG , IC , C&A		
			Yates City to Dunfermline	Railroads: CB&O , BN , BNSE	

Legend:

New!

Updated

Featured

History

Pictures

Map

Filing

Unknown

Other Sites and Information

[Old diesel locomotives at NREX's Dixmoor facility in Illinois](#)

[Abandoned Railways in Illinois](#)

[Various Disused Railroad Lines in Illinois](#)

Remodel Your Bathroom

Give Your Bathroom A Fresh Look. Set Up Your Free Consultation Now

Do you know of any abandoned rails in Illinois? Please [email me](#). You will get credit for anything you contribute.



BLOCK Great Lakes Basin RAILROAD



HOME

SURFACE TRANSPORTATION BOARD

AG PRODUCTION IN IL

NEWS ARTICLES

MORE

AGRICULTURE IN ILLINOIS (<https://www.agr.state.il.us/>)

- Illinois is a leading producer of soybeans, corn and swine.
- Marketing of Illinois' agricultural commodities generates more than \$19 billion annually.
- Billions more dollars flow into the state's economy from ag-related industries,
- Much of Illinois is comprised of fertile flat loess, left behind by glaciers and wind millions of years ago.
- About 89 percent of the state's cropland is considered prime farmland, ranking the state third nationally in total prime farmland acreage.
- Prime farmland is important because it provides an environmentally sound base for crop production.
- The central three-fourths of the state are especially well suited for growing crops, while hilly areas in the northwest and south provide excellent pasture for livestock.
- Illinois ranks third nationally in the export of agricultural commodities with \$8.2 billion worth of goods shipped to other countries.
- Exports from Illinois account for 6 percent of all U.S. agricultural exports.
- Illinois is the nation's second leading exporter of both soybeans and feed grains and related products.

Why is farmland important?

Farmland is a valuable nonrenewable natural resource that serves several important economic and environmental functions. Crops and livestock raised on farmland provide food products and raw materials used to manufacture goods for consumers throughout the world. Farmland absorbs rainwater, helping replenish groundwater supplies and reduce flooding. It also provides habitat for wildlife and open space that enhances the landscape.

Agriculture is one of Illinois' most important industries. Directly and indirectly, the business of farming employs one million Illinoisans and 20 million others nationwide. Marketing of Illinois' agricultural commodities generates about \$8 billion annually. Ag-related industries, such as farm machinery manufacturing, agricultural real estate, and production and sale of value-added food products contribute billions more to the state's economy. For example, food processing alone adds almost \$11.5 billion annually to the value of Illinois' raw agricultural commodities.

Farmland cannot be created; there is no practical way to mitigate the loss when acres are developed or converted to other uses. Once land has been developed or converted, it usually cannot be returned to production. Because development is often located on the best farmland, reliance on marginal land for production is increasing. Farming marginal land increases the risk of soil erosion and often requires more chemical inputs and complex management techniques.

Illinois has lost 3.6 million acres of farmland since 1950, an average of almost 77,000 acres each year. From 1950 to 1990, the population of the United States increased by more than 97 million, and Illinois' population increased by more than 2.7 million. As the world's population continues to grow, so will the need for food and other goods produced from agricultural commodities.

Preserving farmland is necessary to meet the needs of people in Illinois, the United States and around the globe.

Mapping & Information Systems

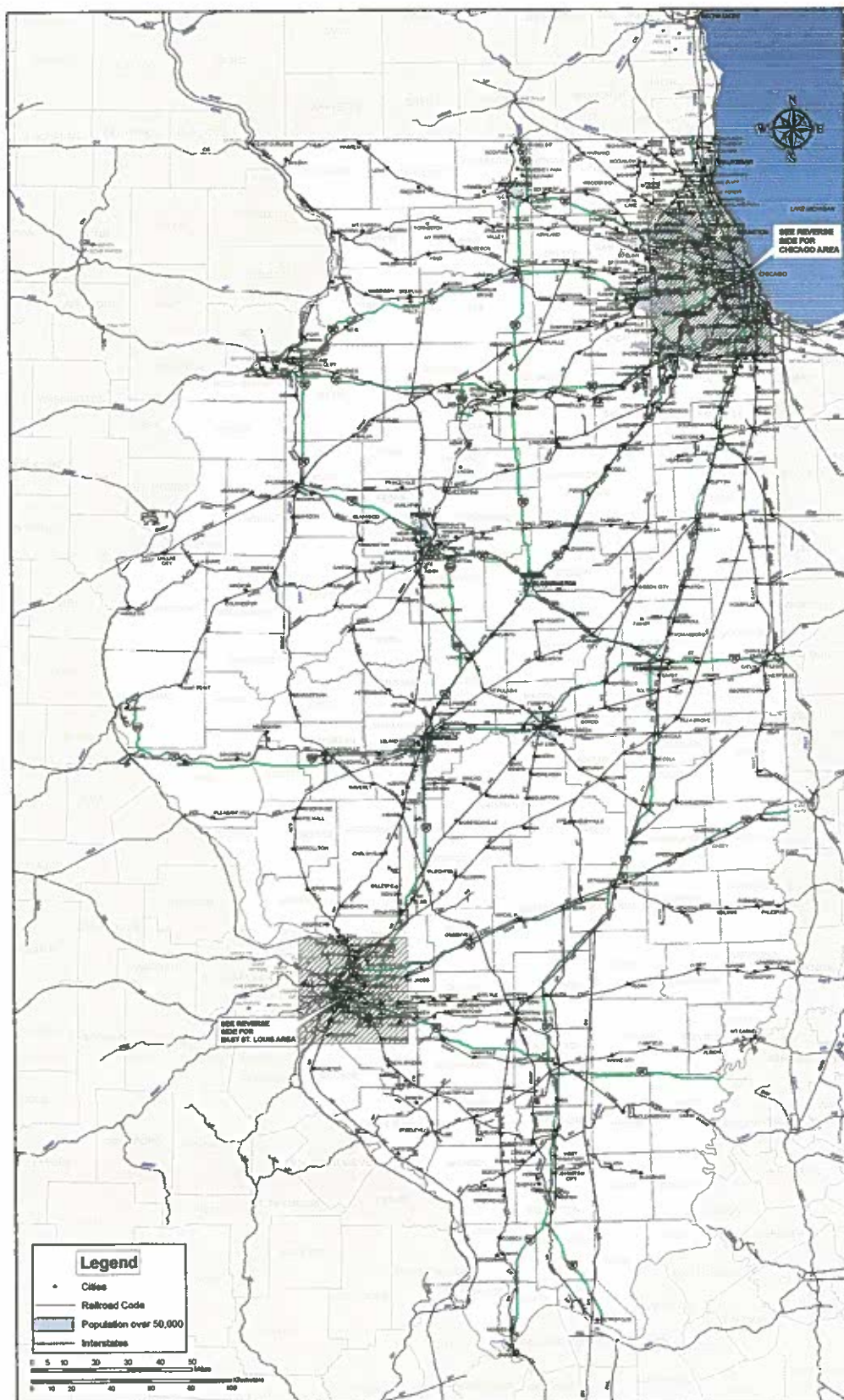
በዚህ የጥያቄ
ፋይል ውስጥ የሚገኝ የጥያቄው ዝርዝር
ለሚገኝ የጥያቄው ዝርዝር ለሚገኝ የጥያቄው ዝርዝር
የጥያቄው ዝርዝር ለሚገኝ የጥያቄው ዝርዝር
የጥያቄው ዝርዝር ለሚገኝ የጥያቄው ዝርዝር

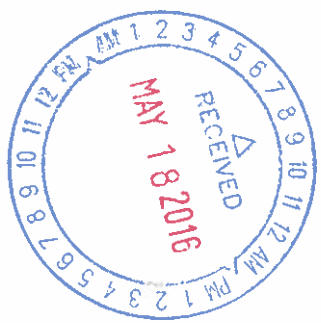
[illegible]

**SEE REVERSE SIDE FOR
CHICAGO AREA
&
EAST ST. LOUIS**

[illegible]

* Due to copyright issues on the map, some cell lines may not be displayed.
** Transmitted immunity not shown





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