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**VIA U.S. MAIL AND E-MAIL
(c/o 19th Ward – CSX@the19thward.com)**

Ms. Cynthia Brown
Surface Transportation Board
395 East Street S.W.
Washington, DC 20423-0001

RE: STB Docket No. FD35522 – Public Commentary Regarding Railway Blockages

Dear Ms. Brown:

As long-time residents of the East Beverly neighborhood, and on behalf of my elderly mom (Elizabeth), we cannot emphasize enough the level of frustration and stress we've endured over the years having to deal with the succession of either:

- Freight trains (CSX or otherwise) completely stopped on railroad tracks (due to malfunction or otherwise) encompassing major travel routes (North/South) that we frequent, such as 103rd Street, 99th Street, and 95th Street;
- Freight trains that are so over-stacked with freight cars that they're unable to go over 15 mph, though I've even seen one creep along as slow as 5 mph; and
- Instances where the freight trains double-cross each other – meaning you have two of them coming in from both directions (North-South), and God-forbid if both are them are moving at a delayed pace, which, honestly, this happened to me twice before last year (2015).

In all frankness, I would estimate that between the years 2014 and 2015 (not even including prior periods), I've been encumbered by these freight train delays/hold-ups at least thirty (30) times – even at the onset of 2016, I can attest that I've been held up by these trains at least 6 to 8 times. And, unfortunately, the major of these instances have occurred during the work week when there's extreme rush hour traffic – day *and* evening. Of which my mom Elizabeth can also attest, we've been personally afflicted by these train delays, whereas it's caused us to be late for numerous M.D., dental, therapy, and general business appointments both relative to her as well as myself, including, but certainly not limited to, delays in attendance at leisure events (e.g., movies). And, of utmost concern, these delays have affected my commute to

work Downtown, during the specific instances when I've traveled west of the "subject rail line at issue," and am headed/driving back east to get across Western Avenue, where, unfortunately, drivers have those two (2) sets of R.R. tracks to cross along 103rd Street – East of Kedzie Avenue and West of Western Avenue. I've even gotten caught up with delays at the diagonal intersection of 95th & Kedzie where freight trains have been stopped there, and this has happened to me, especially during the latter part of 2015 (between the Thanksgiving to New Year holidays), at least four (4) times.¹

I may also add that, at least on two (2) occasions, I've been stopped in an extremely long procession of traffic where there have been delayed or stopped trains on both tracks simultaneously had to head way south to try to go around the train at a clear/open R.R. crossing OR had to head north up to 87th Street, where the freight tracks are (fortunately) elevated, thus far allowing for through traffic underneath the overhead bridge.

It's almost as like when a driver (including myself) travels any of the aforementioned routes, you literally "cross your fingers" that you don't get stopped by a darn train. [YOU'RE NOT JUST LOSING PRECIOUS TIME, BUT YOU'RE TOO BURNING UNNECESSARY GAS]...and, in my case, if you've ever been stopped by any of these freight trains in a succession of, for example, 3 or 4 times a week, that's a nice chunk of gas your vehicle has burned...\$\$ of which you'll never get back...though, it would be nice if citizens were allotted the right to seek claims against these freight companies for reimbursement in that regard.

And, if you do, you just hope (AND I MEAN HOPE) that train doesn't slow down due to over-stacking or comes to a complete stop. Because, trust me, I've seen it happen, where there's a complete stoppage, and that stoppage may last for 30 minutes or more, and traffic's backed up for not blocks...but miles !!

"I've even witnessed instances of actual road rage when processions of cars, CTA buses, school buses, and trucks are stopped for periods of time by these freight trains. If and when a freight finally clears the tracks, the boiling point has already culminated...and then there's this mad frenzy / mad dash by many of these folks to get to where they've got to go...and by any means necessary."

"And, what perturbs me, is that when I hear and see stopped ambulances, fire trucks, police cars and the like (such as PACE transports for senior citizens) abruptly (and indefinitely) halted by these freight trains, it's a major concern both from a safety and societal aspect. Because, as everyone already knows, we live in a highly-stressed society enough as it is, and these *unwarranted* conditions directly augment that stress to a significant level.

¹ I drive these areas on a consistent (daily) basis – in the capacity of personal/family errands, as well as business commutes in my trade as a Realtor.

As a proximate cause, I'm sure that *lives have been lost, homes have burned down, and crimes have occurred resulting in criminal getaways* – all due to such train delays with our police, health and fire officials directly and further impacted by these unforeseen (yet controllable) circumstances.

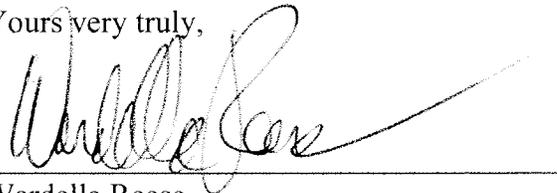
Train delays ?...for what, the greed of these freight companies to intentionally overstack their freights (trying to ship out the maximum amount of product and chemicals they can) and/or fail to conduct regular maintenance on these trains until the point they utilized so much, they susceptible to breakdown at any point and time ?”

In closing, we applaud, we commend and we uphold the actions your respective regulating agencies/offices have done (and intend to pursue) against CSX, in terms of “***nipping these issues in the bud***”...so to speak. Because, in all honesty, it's been long overdue, and I'm more than sure that 99.9% of the affected citizens within my community collectively and proactively share the same sentiment(s).

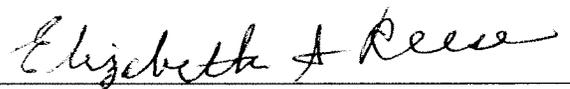
As of lately, especially during the current month, I've noticed a “significant” drop in the frequency of these trains impeding the traffic flow, which I'm more than is a direct result of this pending litigation and the media coverage thereof. Though I must honestly admit, lately, it's been much less stressful and more peaceful (emotional-wise) being able to drive these routes without habitually encountering these extensive freight train delays.

If you should have any questions or require any additional information (even in the form of further testimonial), please do not hesitate to contact us. Thank you in advance for your consideration and attention to this matter.

Yours very truly,



Wardella Reese



Elizabeth A. Reese

RE: STB DOCKET NO. FD35522
[PUBLIC COMMENTARY REGARDING RAILWAY BLOCKAGES]

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CERTIFICATE OF SERVICE

I, Wardella Reese, a non-attorney, hereby certify that on March 7, 2016, the foregoing Consumer Complaint Letter was served by United States certified mail, postage prepaid upon the following parties of interest in the above-referenced matter:

Honorable Kelly Burke State Representative Capitol Office 266-S Stratton Office Building Springfield, IL 62706	Honorable Richard J. Durbin United States Senate Washington, D.C. 20510-1304	Louis E. Gitomer The Adams Building 600 Baltimore Avenue Suite 301 Towson, MD 21204
David A. Hirsh Harkins Cunningham 1700 K Street, N.W. Suite 400 Washington, DC 20006-3804	Mark Kirk United States Senate Washington, DC 20510	Gerald J. Roper Chicagoland Chamber Of Commerce 410 North Michigan Avenue Suite 900 Chicago, IL 60611-4241
Charles A. Spitulnik Kaplan Kirsch & Rockwell LLP 1001 Connecticut Avenue, N.W. Suite 800 Washington, DC 20036	Douglas L. Whitley Illinois Chamber Commerce 300 South Wacker Drive Suite 1600 Chicago, IL 60606	Michael S. Wolly Zwerdling Paul Leibig Kahn & Wolly 1025 Connecticut Avenue, N.W. Suite 712 Washington, DC 20036

/s/ Wardella Reese
Wardella Reese

RE: STB DOCKET NO. FD35522
[PUBLIC COMMENTARY REGARDING RAILWAY BLOCKAGES]

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CERTIFICATE OF SERVICE

I, Wardella Reese, a non-attorney, hereby certify that on March 31, 2016, the foregoing Consumer Complaint Letter was served by United States certified mail, postage prepaid upon the following parties of interest in the above-referenced matter:

Allison I. Fultz 1001 Connecticut Avenue, N.W. Suite 800 Washington D.C. 20036
Honorable Daniel Lipinski 2346 Rayburn House Office Building Washington D.C. 20515-1303

Wardella Reese