



Bedford Park-Clearing Industrial Association

5101 West 67th Street • Bedford Park, Illinois 60638 • 708/496-0336 • Fax 708/458-8885

2016 – 2017

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Office Hours:
Monday thru Thursday
9:00 a.m. to 2:00 p.m.

October 19, 2016

Docket No EP 711 (Sub No. 1)

Mr. Daniel Elliott
Chairman
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

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Office of Proceedings
November 2, 2016
Part of
Public Record

Mrs. Deb Miller
Vice Chairman
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

Mrs. Ann D. Begeman
Board Member
U.S. Surface Transportation Board
395 E Street SW
Washington, DC 20423

OFFICE OF CHAIRMAN

2016 NOV -2 AM 10:53

Dear Chairman Elliott, Vice Chairman Miller and Member Begeman:

The Village of Bedford Park has been home to a multitude of businesses and industries since 1908 when Corn Products Refining Company first broke ground for a wet milling plant in what was then vast prairie land. Through the subsequent 100+ years, the Village became a booming industrial community. The Bedford Park Clearing Industrial Association has been there since almost the very beginning, celebrating its 100th anniversary in 2015. Reliable rail service provided by The Belt Railway Company of Chicago has long been an important component of this community's success. When the rail industry's service and infrastructure began to diminish in the 1970s, the Staggers Act of 1980, which partially deregulated the industry, allowed the industry to modernize and become more efficient and safe.

On behalf of an association that represents more than 75 businesses, I am writing to express my strong opposition to recent proposals under consideration by the Surface Transportation Board.

Reciprocal switching, or more accurately, forces access, would upend longstanding precedent. It would force railroads to switch traffic to competitors without any suggestion that the incumbent railroad failed to offer competitive services, or has otherwise engaged in any sort of



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unreasonable behavior. A rash of new switches could possibly advantage a few, but in the aggregate it would strain a 140,000-mile network and degrade services for the majority of customers.

American businesses benefit from a robust, modern freight rail system. This system is the result of a regulatory environment that enables U.S. railroads to reinvest hundreds of billions of private dollars back into their infrastructures to better serve customers like our members.

The new proposed regulations by the STB would stifle railroads' ability to operate efficiently, and in turn, would hinder the ability of businesses in Bedford Park and across the country to import the raw materials, parts and components from overseas that we need, and to efficiently export products to international markets. By slowing the delivery of goods throughout the rail system, these STB regulations will make it harder for American businesses to compete and, ultimately, survive.

I believe this important issue deserves careful consideration. I urge you to carefully evaluate the potentially disruptive effects to these proposed regulations on American businesses and recommend that the STB substantially modify or retreat from these harmful pending regulations.

Sincerely,

Cheryl Laska, President