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March 30, 2016

Ms. Cynthia T. Brown  
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**Office of Proceedings**

**March 30, 2016**

**Part of  
Public Record**

Re: **Docket No. FD 35522, CSX Transportation, Inc. –Acquisition of Operating  
Easement – Grand Trunk Western Railroad Company**

Dear Ms. Brown:

CSX Transportation, Inc. (“CSXT”) respectfully submits this letter in response to the collected comments (“Community Comments”) submitted by the Village of Evergreen Park (“Evergreen Park”) and the City of Chicago (“Chicago” and collectively, “Petitioners”) on March 10, 2016.<sup>1</sup> CSXT has analyzed each of the Community Comments and appreciates the frustration expressed in them, as CSXT continues to make improvements on the Line. CSXT continues to reach out to local, state, and federal officials in a continuing dialogue about blocked crossings on the Elsdon Line. As CSXT explained in its Reply to the Petition,<sup>2</sup> it is reducing crossing delays on the Elsdon Subdivision, especially between Blue Island Junction and Ashburn (the “Line”). CSXT’s efforts continue to bear fruit, and recent months have seen substantial declines in false gate activations (*i.e.*, gates remaining down without an associated train movement or stoppage) and trains stopped at crossings. This letter explains the steps that CSXT has taken to address these issues and the substantial progress that CSXT has made.<sup>3</sup>

One of the steps CSXT has taken is to develop remote monitoring capability for gates at several of the most critical at-grade crossings on the Line and a technical framework to analyze the underlying data on grade crossing delays on the Line. With remote monitoring installed, activated, and verified for six crossings on the Line, CSXT now has the ability to more efficiently – and more accurately – track grade crossing activities on the Line, thereby facilitating timely analysis of the cause of any incidents and steps needed to remedy them. As discussed below, this data shows a significant reduction in both false gate activations and crossing blockages by trains in excess of ten minutes.

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<sup>1</sup> The comments were solicited and collected by Petitioners in mid-February and filed with the STB on March 10th. See Residents’ Comments Wanted for CSX Legal Action, *available at* <http://patch.com/illinois/evergreenpark/residents-comments-wanted-csx-legal-action>.

<sup>2</sup> “Petition” refers to the Petition of the City of Chicago and Village of Evergreen Park to Reopen and Impose Sanctions filed in this docket on February 12, 2016. “Reply” refers to CSXT’s reply to that Petition filed in this docket on March 10, 2016.

<sup>3</sup> The Community Comments were not paginated. For ease of reference, CSXT has added page numbers to the Comments and has attached a paginated version as Exhibit E.

As CSXT explained in its Reply, it has complied with all conditions imposed by the Board on CSXT's acquisition of the Elsdon Subdivision, and there are no grounds for any of the new conditions and penalties that Petitioners seek. But the fact that Petitioners do not have legal grounds for any of the relief they seek does not diminish CSXT's resolve to respond to their substantive concerns and reduce adverse impacts to the community. On the contrary, CSXT is working diligently to address their concerns and continues to make significant progress in reducing grade crossing blockages on the Line.

### **CSXT's Continued Efforts to Reduce Grade Crossing Blockages.**

CSXT's Reply explained some of the steps that it has taken to address issues related to grade crossing blockages on the Line, including: (1) expending over \$12 million in repairs on the entire Elsdon Subdivision, including on the Line; (2) expending over \$650,000 in signal equipment upgrades to reduce false signal activations on the Line; (3) reexamining and changing local operating protocols; (4) conducting significant outreach with Evergreen Park and Chicago to respond to concerns about the Line; and (5) voluntarily notifying the Surface Transportation Board (the "Board") in Quarterly Reports that grade crossings have been blocked by stopped trains and false gate activations (even though such details were not required by Voluntary Mitigation Measure 45).<sup>4</sup>

CSXT further increased its efforts to reduce delays on the Line late in the third quarter of 2015. These efforts included weekly walking inspections; remote gate monitoring; an expedited process for signals repair; and improving signals equipment to reduce false activations. Each of these steps is explained in more detail below.

**Weekly Walking Inspections.** Since late October 2015, CSXT has conducted weekly walking inspections of crossing approaches that look at track connections, joint bonds, insulated joints, debris, double bonded joints for rail breakage, and other issues that can contribute to false activations the Line. These inspections are completed on Thursday or Friday of each week and all discrepancies are addressed as soon as possible.

**Remote Monitoring.** Over the last year, CSXT has installed equipment and developed analytical processes to enhance reporting capability and to remotely monitor the raising and lowering of gates on the Line at significant at-grade crossings, including 87<sup>th</sup> Street, 91<sup>st</sup> Street, 94<sup>th</sup> Street and Kedzie Avenue, 95<sup>th</sup> Street, 99<sup>th</sup> Street, and 103<sup>rd</sup> Street<sup>5</sup> (the "Six Crossings"). (Before installation of remote monitoring, CSXT could only obtain data on crossing blockages by sending an employee to individual grade crossing gates to physically access and download data for that gate.) The remote monitoring equipment sends daily data on the gate's activity. CSXT then analyzes the remote monitoring data using algorithms and other sources like train event data and dispatch data to identify (1) the instances when a gate is down (*i.e.*, the crossing is

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<sup>4</sup> See pages 8-10 of CSXT's Reply.

<sup>5</sup> Recently, remote monitoring has been added at 111<sup>th</sup> Street and 119<sup>th</sup> Street.

blocked for vehicular traffic); (2) the duration of those events; (3) the particular train movements that correspond to particular gate activations; and (4) any false gate activations that do not appear to be triggered by a particular train movement. Any gate activations of extended duration are studied to understand the cause of the delay and to identify ways to reduce delays in the future.

For example, review of the remote monitoring data set forth in Exhibit C indicates that between December 1, 2015 and February 29, 2016 most of the at-grade crossing delays on the Line were caused by certain trains heading from Blue Island Jct. to Ashburn. As mentioned in the Reply at 11, CSXT recently put into place strengthened protocols with Norfolk Southern Railway Company ("NS") to reduce delays caused by commuter trains running through Ashburn. CSXT will re-examine its current operating protocols with NS for crossing Ashburn on the Line to identify any further modifications that could further reduce blocked crossings on the Elsdon Subdivision.

As CSXT explained in the Reply, the *Approval Decision* did not require CSXT to report on all crossing blockages longer than 10 minutes. Reply at 6, 8, 21. And indeed, before remote gate monitoring was installed, CSXT did not have readily-available data on crossing blockages. But because of the local interest in this issue and CSXT's own desire to improving its performance in this area, CSXT voluntarily provided information on blockages in its quarterly reports. In keeping with that practice, CSXT's quarterly report being filed today will include the remote monitoring data that CSXT is now more efficiently able to automatically retrieve and process for the Six Crossings.

**Expediting Signals Repairs.** At the end of October 2015, CSXT escalated the procedure to report false gate activations on the Six Crossings. When an issue arises at any of these crossings, responsible engineering leadership is notified in order to ensure expedited signal repair.

**Improving Signals Equipment to Reduce False Activations.** After CSXT began operations on the Line, aging signal equipment on the Line increasingly began to trigger false activations of crossing gates. To reduce these false activations, all rail joints on the Line were double bonded by November 1, 2015. In addition, all underground wires at 95<sup>th</sup> Street and at Kedzie Avenue and 94<sup>th</sup> Street have been replaced. In addition, CSXT started tightening rail joint bolts in crossing approaches on November 9, 2015 and completed the tightening of all joint bolts on March 3, 2016. All of these changes were made to enhance the reliability of the highway crossing signals.

CSXT also plans to take several additional steps to improve the Line in the near future, including adding video surveillance at key grade crossings, changing island circuits, and installing Positive Train Control. Each of these steps is discussed below.

**Video Surveillance.** In 2016, CSXT expects to install a video surveillance system at several crossings on the Line: 83<sup>rd</sup> Street, 87<sup>th</sup> Street, 91<sup>st</sup> Street, 94<sup>th</sup> Street and Kedzie Avenue, 95<sup>th</sup> Street, and 103<sup>rd</sup> Street. Not only will the cameras provide recording of the activity at the crossings, but they can deliver a live feed to the main CSXT dispatching center in West Jacksonville and to the Chicago Signal Office as needed, which will enhance CSXT's ability to respond to issues. Signal maintainers will be sent to repair false gate activations that are seen in real time. This voluntary, CSXT-initiated investment is another example of CSXT's efforts to address the community's concerns.

**Island Circuit Replacement.** Earlier this year, CSXT submitted plans to the Illinois Commerce Commission (the "ICC") to change the island circuits at 94<sup>th</sup> Street and Kedzie Avenue and at 95<sup>th</sup> Street. If approved by the ICC, the change in circuits will allow CSXT to reduce the waiting time at those crossings once a train has passed.

**PTC Implementation.** Additionally, CSXT's Positive Train Control ("PTC") implementation plan includes PTC installation on the Elsdon Subdivision. This federally mandated system provides a new communications technology for the conduct of railroad operations. Related signal system improvements will be made at crossings in conjunction with CSXT's PTC implementation.

### **CSXT's Efforts Are Working.**

The evidence shows that the steps CSXT is taking are reducing both false gate activations and train-related crossing blockages. Exhibit A shows that CSXT has made significant progress in reducing the number of false gate activations. This exhibit shows a steep decline in false gate activations on the Line from 2014 to 2015 and another steep decline from 2015 to 2016. This decline corresponds with CSXT's substantial investments in improving signals equipment on the Line.

CSXT has made similar progress on train-related blockages. Exhibit B shows a significant reduction in false gate activation events in Evergreen Park between the 10<sup>th</sup> Quarterly Report (September 1 through November 30, 2015) and the 11<sup>th</sup> Quarterly Report (December 1, 2015 through February 29, 2016) being filed concurrently with this letter.

Exhibit B counts all instances in which gates were down for periods over 10 minutes and over 20 minutes. (A train that blocked a crossing for 20 minutes would be counted in both columns.) Exhibit B shows both Total Crossings Incidents (*i.e.*, a count of each crossing that was blocked), and Unique Trains (*i.e.*, a count of the unique trains that were involved in crossing blockages). Thus, if the same train blocked two crossings for ten minutes, it would count as two crossing incidents, but only one unique train.

The key data from Exhibit B show a marked reduction in all categories of blockages from the period covered by CSXT's last Quarterly Report to the period covered by the one it is filing today:

**Evergreen Park Crossing Gate Activation Events  
 from Signal Data matched with Train Data**

Trains Counts and Extended Gate Activation Times for Trains in Evergreen Park Only

	Total Train Count	Total Gate Activations	Gate Activations of 10-20 Minutes (Typically Slow Moving Trains)		Gate Activations of Over 20 Minutes (Typically Stopped Trains)	
			Trains	Gates Impacted	Trains	Gates Impacted
<b>Quarter 10 Sept-Nov, 91 Days</b>						
<b>Total Events</b>	601	3,606	58	143	17	28
<b>Percentage of Total</b>			9.7%	4.0%	2.8%	0.8%
<b>Quarter 11 Dec-Feb, 91 Days</b>						
<b>Total Events</b>	550	3,300	27	71	10	19
<b>Percentage of Total</b>			4.9%	2.2%	1.8	0.6%

CSXT is not yet fully satisfied with the number of grade crossing delays on the Line. But the fact that the total number of delays on the Line has been nearly cut in half on a quarter-to-quarter basis shows that CSXT is making significant progress on these issues.

**CSXT Takes the Commenters' Concerns Very Seriously.**

CSXT has carefully reviewed all of the Community Comments and understands the message in each of the comments. CSXT offers three broad points in response.

First, CSXT wants the Board, the Petitioners, and the citizens who contributed to the Community Comments to understand that CSXT takes their concerns very seriously. CSXT is working to minimize future delays on the Line, and it is making demonstrated progress. CSXT cannot promise that there will be no future inconveniences to the community along the Line, particularly in a congested rail terminal like Chicago where delays can quickly cascade from one part of the rail network to others. The highest levels of the CSXT organization are focused on improving performance on the Line and keeping delays to an absolute minimum.

Second, CSXT has closely studied the 117 separate Community Comments. Our analysis has included a close review of any specific report about a particular crossing blockage. CSXT has attempted to compare the Community Comments to its record sources, but has been unable to conduct an analysis for the significant number of Community Comments that appear to refer to other rail lines. CSXT has not been able to compare its data to the majority of the Community Comments that do not contain enough information<sup>6</sup> for CSXT to analyze or that pre-date implementation of the remote monitoring process for the subject crossings on the Line. But in twelve instances, a Comment cites a train delay on a particular date at a particular crossing during the time period for which CSXT has remote monitoring coverage for that crossing. CSXT identifies its remote monitoring data relevant to these Comments in Exhibit D.<sup>7</sup>

Third, a number of Comments referred to instances in which individuals have entered CSXT property to climb over or crawl under cars on a stopped train. Tragically, a person or vehicle is hit by a train in America every three hours, and just this month the Federal Railroad Administration noted that “ending fatalities at railroad crossings and by trespassers is not a goal FRA can achieve with just another regulation or rule. It will take a strong commitment from everyone – law enforcement, regulators, railroads, and motorists who drive over railroad track every day – and better education.”<sup>8</sup>

To this end, CSXT has taken steps to address these safety concerns and hopefully avoid preventable casualties by people attempting to traverse stopped trains. CSXT will take necessary precautions to alert anyone who might be under or between the cars before moving a train, specifically by sounding the horn on any stopped train before it moves to warn people on or near the track when an idle train starts moving.

CSXT Police have been alerted to the situation and are warning students about the dangers of trespassing in general and climbing on trains in particular. CSXT is also willing to provide safety education to students in the schools in the area of the Line upon request.

\* \* \*

In conclusion, CSXT will continue to reduce unnecessary delays on the Line. CSXT’s substantial investments on the Line have nearly eliminated false gate activations, and efforts like operating protocol improvements have substantially reduced train –related delays. These efforts will continue, and CSXT expects its future investments to further improve its operations and reduce the delays to its neighbors. But while CSXT takes its responsibilities to the community very seriously, the fact remains that CSXT has complied with every condition imposed by the Board. And the fact remains that the Elsdon Subdivision has been a crucial part of the overall

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<sup>6</sup> For example, information that includes the date of the event and the at-grade crossing street.

<sup>7</sup> CSXT notes that its data only reflects the amount of time that passed between the time gates were lowered and then raised. The data does not capture the time required to clear a traffic delay at a specific crossing, and thus may lead to inconsistencies between CSXT’s data and the times reported in the Comments.

<sup>8</sup> See <https://www.fra.dot.gov/Page/P0841>.

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Chicago area rail network for well over a century, and CSXT acquired it for the specific purpose of reducing congestion over its other railroad lines in the Chicago area.

Petitioners' request that the Board impose extreme restrictions on use of this long-established rail corridor that would require CSXT to transfer Line congestion to other neighborhoods is not justified and is not in the best interest of the rail network or the overall Chicago community. CSXT respectfully requests that the Board deny the relief sought in the Petition.

Respectfully submitted,



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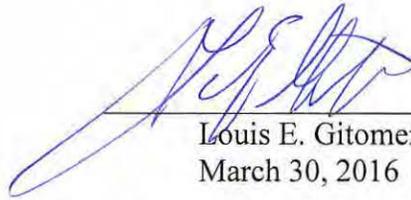
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Attorneys for: CSX TRANSPORTATION, INC.

Dated: March 30, 2016

CERTIFICATE OF SERVICE

I hereby certify that I have caused this letter by CSX Transportation, Inc., in Finance Docket 35522, *CSX Transportation, Inc.—Acquisition of Operating Easement—Grand Trunk Western Railroad Company*, to be served electronically (noted by (E) next to the name) or by first class mail, postage pre-paid (noted by (M) next to the name) on the following parties of record.



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March 30, 2016

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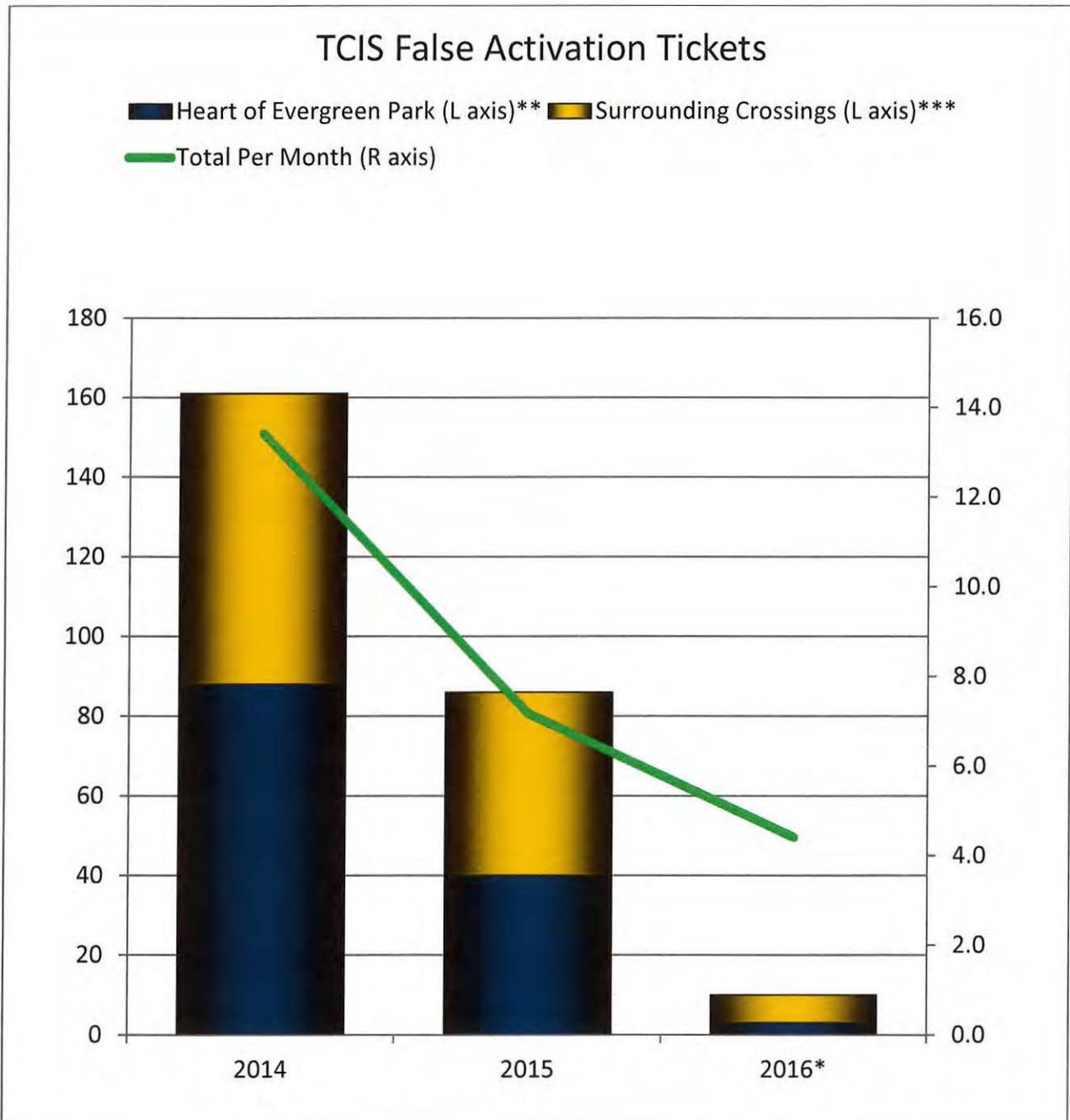
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## EXHIBIT A – FALSE ACTIVATION GRAPH



\*\* “Heart of Evergreen Park” are crossings at 87<sup>th</sup> Street, 91<sup>st</sup> Street, 94<sup>th</sup> Street and Kedzie Avenue, 95<sup>th</sup> Street, 99<sup>th</sup> Street, and 103<sup>rd</sup> Street.

\*\*\* “Surrounding Crossings” are the crossings at 111<sup>th</sup> Street, 115<sup>th</sup> Street, 199<sup>th</sup> Street, 123<sup>rd</sup> Street, 12<sup>7th</sup> Street and Burr Oak, and Columbus Avenue.

## EXHIBIT B – GATE ACTIVATION EVENTS

### Evergreen Park Crossing Gate Activation Events from Signal Data matched with Train Data

Trains Counts and Extended Gate Activation Times for Trains in Evergreen Park Only

	Total Train Count	Total Gate Activations	Gate Activations of 10-20 Minutes (Typically Slow Moving Trains)		Gate Activations of Over 20 Minutes (Typically Stopped Trains)	
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<b>Total Events</b>	550	3,300	27	71	10	19
<b>Percentage of Total</b>			4.9%	2.2%	1.8	0.6%

EXHIBIT C – REMOTE MONITORING DATA  
 DECEMBER 1, 2015 THROUGH FEBRUARY 29, 2016

Remote Monitoring Data December 1, 2015 to February 29, 2016  
 11<sup>th</sup> Quarterly Report

<b>Date</b>	<b>Train 4</b>	<b>Train ID</b>	<b>Crossing</b>	<b>Time Down</b>
12/2/2015	Q026	Q02630	87Th	27
12/2/2015	Q026	Q02630	91St	26.7
12/5/2015	Y130	Y13004	87Th	14.4
12/5/2015	Y130	Y13004	91St	14.2
12/7/2015	Q021	Q02107	87Th	12.3
12/7/2015	Y130	Y13006	91St	14.8
12/10/2015	Y130	Y13009	94Th	10.5
12/10/2015	Y130	Y13009	95Th	10.5
12/11/2015	Y130	Y13010	87Th	10.6
12/11/2015	Y130	Y13010	94Th	11.2
12/11/2015	Y130	Y13010	95Th	11.2
12/13/2015	Q026	Q02611	94Th	11.9
12/13/2015	Q026	Q02611	95Th	11.9
12/13/2015	Q597	Q59713	87Th	13.7
12/13/2015	Q597	Q59713	91St	11.5
12/14/2015	Q026	Q02612	87Th	11.3
12/14/2015	Q026	Q02612	91St	10
12/14/2015	Q026	Q02612	94Th	11
12/14/2015	Q026	Q02612	95Th	11
12/14/2015	Q026	Q02612	99Th	10.1
12/14/2015	Q026	Q02612	103Rd	10.8
12/19/2015	Y130	Y13018	87Th	23.9
12/19/2015	Y130	Y13018	91St	16.7
12/19/2015	Y130	Y13018	94Th	20.7
12/19/2015	Y130	Y13018	95Th	20.7
12/19/2015	Y130	Y13018	99Th	13.5
12/19/2015	Y130	Y13018	103Rd	10.1
12/20/2015	Q026	Q02618	87Th	21.3
12/20/2015	Q026	Q02618	91St	20.1
12/22/2015	Y130	Y13021	87Th	12.4
12/22/2015	Y130	Y13021	91St	11.7
12/29/2015	Q026	Q02627	87Th	14.4
12/29/2015	Q026	Q02627	91St	14.3
12/30/2015	Q026	Q02628	87Th	22.7
12/30/2015	Q026	Q02628	91St	22
1/9/2016	Y130	Y13009	87Th	23.7
1/9/2016	Y130	Y13009	91St	11.8
1/9/2016	Y130	Y13009	94Th	13.1
1/9/2016	Y130	Y13009	95Th	13.1

1/9/2016	Y130	Y13009	99Th	10.6
1/9/2016	Y130	Y13009	103Rd	10.6
1/11/2016	Y151	Y15111	87Th	27.2
1/11/2016	Y151	Y15111	91St	26.9
1/13/2016	Q027	Q02713	94Th	10.3
1/13/2016	Q027	Q02713	95Th	10.3
1/14/2016	Y130	Y13014	94Th	10.2
1/14/2016	Y130	Y13014	95Th	10.2
1/14/2016	Y130	Y13014	103Rd	10.2
1/19/2016	Q026	Q02617	94Th	12.4
1/19/2016	Q026	Q02617	95Th	12.4
1/20/2016	Y130	Y13019	91St	25.3
1/23/2016	Y130	Y13022	94Th	13.4
1/23/2016	Y130	Y13022	95Th	13.3
1/23/2016	Y130	Y13022	103Rd	10.2
1/25/2016	Y130	Y13025	94Th	12.5
1/25/2016	Y130	Y13025	95Th	12.5
1/27/2016	Y130	Y13027	91St	20.1
2/2/2016	Y130	Y13002	91St	10.2
2/6/2016	Y130	Y13005	87Th	10.5
2/13/2016	Y130	Y13012	87Th	11.6
2/13/2016	Y130	Y13013	87Th	10.9
2/13/2016	Y130	Y13013	91St	10.5
2/13/2016	Y130	Y13013	94Th	13
2/13/2016	Y130	Y13013	95Th	13
2/13/2016	Y130	Y13013	99Th	11.8
2/13/2016	Y130	Y13013	103Rd	11.9
2/15/2016	Z742	Z74215	87Th	13.3
2/17/2016	Y130	Y13017	87Th	32.2
2/17/2016	Y130	Y13017	91St	31.5
2/17/2016	Y130	Y13017	94Th	30.9
2/17/2016	Y130	Y13017	95Th	30.9
2/18/2016	Q597	Q59718	87Th	10.2
2/18/2016	Q597	Q59718	91St	10.2
2/18/2016	Q597	Q59718	94Th	11.6
2/18/2016	Q597	Q59718	95Th	11.6
2/18/2016	Q597	Q59718	99Th	10
2/18/2016	Q597	Q59718	103Rd	10.1
2/18/2016	Y130	Y13018	94Th	11.1
2/18/2016	Y130	Y13018	95Th	11.1
2/18/2016	Z774	Z77417	91St	13
2/23/2016	Y130	Y13022	87Th	11.2
2/23/2016	Y130	Y13022	91St	12.2
2/23/2016	Y130	Y13022	94Th	13.4
2/23/2016	Y130	Y13022	95Th	13.4
2/27/2016	Y223	Y22326	94Th	11.7

2/27/2016	Y223	Y22326	95Th	11.7
2/29/2016	Y130	Y13028	91St	24.9
2/29/2016	Y130	Y13029	87Th	13.8
2/29/2016	Y130	Y13029	91St	14.3
2/29/2016	Z774	Z77428	87Th	10.2

Total Crossings down greater than 10 minutes 90

Total trains triggering at least one crossing for 10 minutes 37

## EXHIBIT D – COMPARISON OF SPECIFIC INCIDENTS WITH REMOTE MONITORING DATA

Twelve of the Community Comments provide enough information to compare them to the Remote Monitoring data from December 1, 2015 and February 29, 2016. CSXT will refer to the Community Comments by the page numbers assigned in Exhibit E.

Page 8. CSXT's Remote Monitoring data shows that on February 18, 2016, beginning at 7:44 am, train Q597 blocked the at-grade crossings at 87<sup>th</sup> Street for 10.2 minutes, 91<sup>st</sup> Street for 10.2 minutes, 94<sup>th</sup> Street for 11.6 minutes, 95<sup>th</sup> Street for 11.6 minutes, 99<sup>th</sup> Street for 10 minutes, and 103<sup>rd</sup> Street for 10.1 minutes. (These measure the total time the gates were activated, which suggest that the train was moving slowly and likely not stopped at any crossing.)

Page 15. CSXT's Remote Monitoring data shows that on February 19, 2016, there were no trains on the Line blocking at-grade crossings for more than 10 minutes.

Page 20. CSXT's Remote Monitoring data shows that on February 22, 2016, there were no trains that blocked at-grade crossings for more than 10 minutes.

Page 28. CSXT's Remote Monitoring data shows that in January 2016, there were no CSXT trains that blocked at-grade crossings for more four hours. There was a CN train that experienced a mechanical failure on the Line in January that resulted in an extended blockage.

Page 35. CSXT's Remote Monitoring data shows that in January and February 2016, that the at-grade crossing at 103<sup>rd</sup> Street was blocked on January 9 by train Y130 for 10.6 minutes, on January 14 by train Y130 for 10.2 minutes, on January 23 by train Y130 for 10.2 minutes, on February 13 by train Y130 for 11.9 minutes, and on February 18 by train Q597 for 10.1 minutes.

Page 44. CSXT's Remote Monitoring data shows that on January 8, 2016 and February 19, 2016, there were no trains that blocked the at-grade crossings at 91<sup>st</sup> Street, 95<sup>th</sup> Street, or 99<sup>th</sup> Street for more than 10 minutes.

Page 64. CSXT's Remote Monitoring data shows that on February 17, 2016, train Y130 blocked the at-grade crossing at 95<sup>th</sup> Street for 30.9 minutes.

Pages 80-83. At 103<sup>rd</sup> Street, for the period beginning on December 1, 2015, parked trains are mentioned for the following dates: December 7, 8, and 30, January 1, 23, 26, and 28, and February 4, 10, 13, and 16. CSXT's Remote Monitoring data shows that on: (1) January 23, 2016, train Y130 blocked the at-grade crossing at 103<sup>rd</sup> Street for 10.2 minutes; and (2) February 13, 2016, train Y130 blocked the at-grade crossing at 103<sup>rd</sup> Street for 11.9 minutes. There were no other trains that blocked the 103<sup>rd</sup> Street at-grade crossing for more than 10 minutes. The Board did not impose any conditions on CSXT's acquisition of the easement over the Elsdon Subdivision that prohibit CSXT from parking trains for more than 10 minutes in a way that does not block any at-grade crossings.

Page 87. CSXT's Remote Monitoring data shows that on January 23 train Y130 blocked the at-grade crossings at 94<sup>th</sup> Street for 13.4 minutes, at 95<sup>th</sup> Street for 13.3 minutes, and 103<sup>rd</sup> Street for 10.2 minutes.

Pages 90-93. At 103<sup>rd</sup> Street, for the period beginning on December 1, 2015, parked trains are mentioned for the following dates: December 7, 8, and 30, January 23, 24, 26, and 28, and February 13 and 16. CSXT's Remote Monitoring data shows that on: (1) January 23, 2016, train Y130 blocked the at-grade crossing at 103<sup>rd</sup> Street for 10.2 minutes; and (2) February 13, 2016, train Y130 blocked the at-grade crossing at 103<sup>rd</sup> Street for 11.9 minutes. There were no other trains that blocked the 103<sup>rd</sup> Street at-grade crossing for more than 10 minutes. The Board did not impose any conditions on CSXT's acquisition of the easement over the Elsdon Subdivision that prohibit CSXT from parking trains for more than 10 minutes in a way that does not block any at-grade crossings.

Pages 103-104. CSXT's Remote Monitoring data shows that on January 7, 2016 and January 20, 2016, there were no trains that blocked the at-grade crossings at 99<sup>th</sup> Street or 103<sup>rd</sup> Street for more than 10 minutes, respectively.

Page 108. During the week of February 8, 2016 (February 8-15), there were two trains that blocked at-grade crossings for more than 10 minutes. On February 13, train Y13012 blocked the at-grade crossings at 87<sup>th</sup> Street for 10.5 minutes and train Y13013 blocked the at-grade crossings at 87<sup>th</sup> Street for 11.6 minutes, 91<sup>ST</sup> Street for 10.5 minutes, 94<sup>th</sup> Street for 13 minutes, 95<sup>th</sup> Street for 13 minutes, 99<sup>th</sup> Street for 11.8 minutes, and 103<sup>rd</sup> Street for 11.9 minutes. On February 15, train Z742 blocked the at-grade crossing at 87<sup>th</sup> Street for 13.2 minutes.

EXHIBIT E – PAGINATED COMMENTS



March 10, 2016

240278

**Via electronic filing**

Ms. Cynthia T. Brown  
Chief, Section of Administration  
Office of Proceedings  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

ENTERED  
Office of Proceedings  
March 10, 2016  
Part of  
Public Record

Re: *CSX Transportation, Inc. – Acquisition of Operating Easement – Grand Trunk  
Western R.R. Co., STB Docket No. FD 35522*

Dear Ms. Brown:

Enclosed please find for filing in the above-captioned proceeding the comments of individual citizens and community organizations in the affected neighborhoods in response to the Joint Petition to Reopen and to Impose Sanctions of the City of Chicago and Village of Evergreen Park, filed on February 12, 2016. These comments are being submitted on behalf of the individuals or organizations who authored them and do not constitute a filing on behalf of the City of Chicago or Village of Evergreen Park. The enclosed are ordered alphabetically by name of commenter. On behalf of the individual commenters, we request that these comments be entered individually in the docket of this proceeding.

We are transmitting the enclosed comments at the request of Chicago 19<sup>th</sup> Ward Alderman Matt O’Shea and Illinois State Representative Kelly Burke, to whom the commenters provided them with the request that the comments be forwarded to the STB. These commenters have **not** requested to be parties of record in this proceeding. Please note that a .zip file containing photographs and videos provided by and referenced in the comments of John Jacob is being submitted as part of this electronic filing.

Please do not hesitate to contact me if you have any questions.

Sincerely,

Allison I. Fultz  
Counsel for City of Chicago, Illinois

cc: All Parties of Record

Enclosures



February 19, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

**STD Docket No. FD35522**

Dear Ms. Brown:

I am writing to you regarding CSX Railroad and the disregard they continually show to residents of our community. For several years our local legislators and leaders have worked with CSX hoping to mitigate the impact their train operations on the Elsdon rail line have on our residents. It is not unusual to encounter their trains blocking the intersections in our area for a lengthy amount of time. This causes tremendous traffic back up and creates a great deal of inconvenience for our residents. Despite numerous pleas from our leaders, nothing has changed.

The current situation has impacted our business community on 95<sup>th</sup> Street. When residents head out into our community to do some local shopping, they don't factor in waiting for a significant amount of time at a train crossing. Once a resident is caught at an intersection, he or she may sit for as long as thirty minutes before the train finally begins moving again. The result is that they then have lost the time they allocated to shopping on 95<sup>th</sup> Street and are forced to skip their shopping or do it at another time. Our commercial district is very important to the vitality of our community. Losing out on dollars that our residents would have spent had their day not been interrupted is a concern for our business association.

It is my sincere hope that you will help us put an end to the monopoly CSX seems to have on our community. They have not been a good partner, and we need your assistance to help our residents. Thank you very much for your consideration.

Sincerely,

Erin Healy Ross  
Executive Director, 95<sup>th</sup> Street Business Association

Fri 2/19/2016 8:01 AM

From: Beth Amado

To: "CSX@the19thward.com"



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Ms. Brown -

I am sending you this email to notify you of my extreme displeasure and inconveniences experienced due to the crossings on 95th Street in Evergreen Park. The delays caused by the railroad crossings are becoming extreme. At times the crossings are closed when there are not even trains. The issues I have experienced on several occasions are as follows:

1. Missing the train due to the inability to get to the Rock Island causing me to be late to work
2. Getting to my daughters club practice location late due to the inability to get down 95th Street causing disruptions to her training schedule.
3. Even worse to me, getting to my daughter(s) late to pick them up from their training location causing my 12 & 14 year old daughters to have to sit and wait and this makes me extremely uncomfortable.
4. It is often that I get the train on my return trip from picking kids up at the training center causing them to get home very late. We often times have to re-route to 103rd or 111th just to get past the tracks and then come back over to 95th where we live.
5. And lastly, many of the stores I patron are on the other side of the tracks and I find myself avoiding them because I don't want to encounter the trains. This results in loss of revenue for the Village as well as loss of my time that I now have to spend commuting instead of just running to my local store.

Please advise if there are any plans to reduce the number of trains on this route as well as whether there are plans to correct all of the seemingly "mishaps" that occur causing the gates to go down when there is no train. I have had to sit there in excess of 30 minutes on several occasions.

Beth Amado

STB Docket #FD35522

Mon 3/7/2016 6:52 PM

**From:** Chris Ansier

**To:** CSX@the19thward.com



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There have been several times I have had to wait and been inconvenienced but the worst was when I had to pick up my granddaughter and was stuck at Kedsie and other arrangements had to be made. I really hope a resolution can be made.

Sent from my iPad

**BAPA** Beverly Area  
Planning Association

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

March 6, 2016

Dear Ms. Brown,

I am writing to you on behalf of The Beverly Area Planning Association (BAPA), we are a not-for-profit, community-based alliance of more than 1,400 members, thirteen civic associations and business groups dedicated to serving the historic Beverly Hills/Morgan Park neighborhood of Chicago.

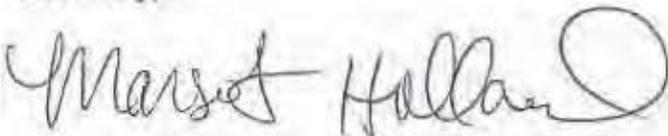
We receive complaints on a regular basis from our constituents, neighbors and our members who have been adversely effected by the abusive rail traffic managed by CSX. This has put undue stress on the residents in our service area simply trying to complete daily tasks of dropping their kids off at school, attending medical appointments or getting to work on time.

We strongly encourage the Surface Transportation Board to take into consideration the safety of our residents and ensure the trains will move more quickly due to rail upgrades and better scheduling practices ensuring the crossing not to be blocked for more than 10 minutes keeping the intersections open for traffic.

One specific example of the negative effects of this issue was a member come to our offices extremely aggravated because they were late to the airport after sitting at the intersection of 99<sup>th</sup> street for over 16 minutes, where the train was completely stopped for over 14 minutes.

We understand that in the three years that CSX has operated on this line we have had dozens of recorded instances of intersections being blocked for longer than ten minutes, this is **UNACCEPTABLE**. We thank you in advance for your attention to this matter and hope you will give it the serious consideration it deserves.

Sincerely,



Margot Holland  
Executive Director  
Beverly Area Planning Association

## BEVERLY IMPROVEMENT ASSOCIATION

*Serving North Beverly since 1904*

February 29, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Re: CSX Transportation, Inc.  
STB docket number FD35522

Dear Ms. Brown:

The Beverly Improvement Association is a forward-looking, civic organization that is dedicated to protecting and enhancing the quality of life in the Beverly community for more than 100 years.

I am writing to you related to the ongoing public safety and quality of life issues resulting from regularly malfunctioning gates and the repeated blockage of gate crossings by stopped trains for an extended period of time on CSX's Elsdon Line, which is located approximately 3000 west, parallel to Sacramento Avenue, immediately west of the Beverly community and which directly affects our residents.

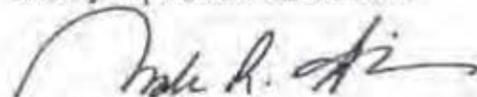
Complaints related to the malfunctioning gates and stopped trains on CSX's Elsdon Line are not uncommon, but have grown exponentially in the last number of months. There are significant safety concerns related to the malfunctioning gates and the stopped trains create complete gridlock for the entire area. The gridlock directly affects our community and residents in that our residents are late for school, late for work, late for doctor appointments and/or parents are late for dropping off or picking up minor children to/from school / daycare.

The gridlock resulting from the stopped trains creates additional safety concerns to our community and residents in that delayed drivers often resort to attempting to find alternative routes through our residential neighborhood, which streets are not designed for commuter traffic. Our residential streets are heavily populated with children walking/riding their bikes to/from school and after school. Not only has the traffic on our residential streets increased, but because the gridlock has caused the drivers to be late to their intended destinations, these drivers are often in violation of residential street speed limits, stop signs and rights of way, all of which threatens the safety of our residents, especially our children.

For the welfare, safety and best interests of our immediate and surrounding communities and residents, The Beverly Improvement Association respectfully requests serious and swift action against CSX. Stern warnings and/or nominal monetary fines do not persuade or incentivize CSX to modify their business practices. As a result, it is recommended that substantial monetary fines be imposed upon CSX and that those fines increase exponentially with repeated violations.

The Beverly Improvement Association thanks you in advance for your attention to this matter and hope you will give it the serious consideration it deserves.

Beverly Improvement Association



Mark R. Singler  
President

cc: Alderman Matthew D'Shea – Via Email

rail road crossing gatres

Tue 3/8/2016 1:09 PM

**From:** "bobgorm@aol.com"

**To:** CSX@the19thward.com



---

I CAN COUNT ON THE SUN COMING UP EVERYDAY AND RAIL ROAD TRACKS BLOCKED IN BEVERLY BY CSX . TIMES FOR LONG AS 30 MINUTES TO 60 MINUTES AND LONGER LATELY, ITS SEEMS TO BE THE NORM NOT THE EXCEPTION.

## STB Docket Number FD35522

Thu 2/18/2016 11:25 AM

From: Colleen Boyer

To: CSX@the19thward.com



This email is on reference **STB Docket Number FD35522**

I am writing to complaint about the CSX trains that go through my hometown of Evergreen Park. I live close to the train tracks in my community and I am impacted very often let me give you examples how

1. This morning the train was blocking for 20 minutes during the morning commute. But it impacts two schools that are nearby and there is no busing in EP so children from kindergarten thru high school walk past these tracks and are delayed. Also people start speeding around the neighborhoods looking to get away from the trains and blow past stop signs not realizing this area is loaded with children going to school.

There are many occasions day and night where the train blocks 95th street which is access to two major hospitals and EP junior high school also. The trains are never short always an excessive period of time of 10+minutes and always during rush hour.

I am aware of at least 50+times I have been stopped excessively by the trains of CSX on 99th st and 95th st. Please look at the videos and posting on Facebook Evergreen Park train watch and Evergreen Park Crime watch to read for yourself. I have called the following person each time I am stopped and let him sit on the phone with me while I wait for the train Tom Livingston has to have many voicemails of me counting cars and adding up the minutes

I am sure nothing will be done we are not Naperville we are a lower to middle class suburb and as with all things don't expect changes to be made.

Colleen Boyer

Evergreen Park resident

Sent from my iPhone

## CSX Comments - STB Docket Number FD35522

Thu 2/18/2016 8:56 AM 

**From:** Sean Brady

**To:** CSX@the19thward.com



Hello,

Attached are comments regarding CSX rail crossing. Thank you for pursuing this!

Sean Brady

**Attachments:**

- CSX Comments.pdf

February 18, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

RE: CSX Transportation, Inc. – Elsdon Line  
STB Docket # FD35522

Ms. Brown,

I am writing to inform you of my family's personal experiences regarding the CSX Transportation, Inc. railroad activities on CSX's Elsdon Line in Chicago, Illinois. Over the last couple of years, the railroad crossings along this line have been the cause of significant concern for public safety and inconvenience in our community. Citizens within the community regularly discuss the ongoing issue which only appears to be getting worse.

The trains are regularly stopped for an extended periods of time (excess of 20 minutes) during inopportune times, including periods of heavy commuter traffic. The gates at the crossing malfunction and remain in the down position resulting in significant backups and delays. My wife is stopped by a train or a malfunctioning gate on an almost daily basis, occasionally both morning and afternoon. These occurrences generally result in her being late to pick up our child from daycare. Additionally, last week she was stopped by a standing train and was late for an important doctor's appointment for our child and it had to be rescheduled. Due to gate malfunctions which cause the gates to remain in a down position for extended periods of time, it is not uncommon for vehicles to go around the activated gates which obviously represents a significant safety concern.

Unfortunately, the frequency of stopped trains and malfunctioning gates have been increasing recently and have affected quality of life within the community. In fact, this morning I was stopped at the 115<sup>th</sup> Street crossing for approximately one-half hour on my way to work. As is regularly the case, the delay which was concurrent with traffic increasing on the local roadways caused my commute time to increase significantly, and as a result I was late for work and an important meeting.

On behalf of my family as well as fellow citizens of the 19<sup>th</sup> Ward of Chicago and neighboring Village of Evergreen Park, we respectfully request that CSX's activities and equipment on the subject rail line be audited and corrective action be implemented. It is unfortunate that previous attempts by our local community leaders to work with CSX on this issue have been unproductive. Please assist in resolving this ongoing issue.

Best Regards,



Sean P. Brady, P.E.

Railroad Crossing Problem STB docket number FD35522

Mon 2/22/2016 6:00 PM

From: "Bringe, Kenneth"

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

As Attendance Director I would like to make you aware of an almost daily problem for our students here at Chicago High School for Agricultural Science when they come to school. Many of our students live east of the railroad tracks that run north and south along Sacramento Ave. These tracks are regularly blocked both at 111th and 103rd streets making it very difficult many days for the students to get to school on time. At least two to three times weekly a couple of bus loads and car loads of students will arrive 20-30 minutes late for school due to a stopped train. I believe this problem is being addressed soon STB docket number FD35522 and if something can be done to eliminate, reduce or reschedule these train stoppages it would be very helpful to the student's education. The trains adversely effect the education throughout the school both with students missed time in class and disruption of classes when students arrive late. Hopefully a change can be made.

--

Kenneth Bringe  
Athletic Director  
Chicago High School for Agricultural Science  
773-535-2509  
Fax 773-535-2506

Fwd: Regarding STB Docket # FD35522

Mon 2/22/2016 3:46 PM  
From: Kelly Burke  
To: csx@the19thward.com



----- Forwarded message -----

From: Brown, Glenis [BSD] <Glenis.Brown@chicago.il.gov>  
Date: Fri, Feb 19, 2016 at 8:20 AM  
Subject: Regarding STB Docket # FD35522  
To: "kburke@kellyburke.org" <kburke@kellyburke.org>

Hello!!

My name is Glenis Y. Brown at 2955 W. 91<sup>st</sup> St. in Evergreen Park, IL 60805. I am writing with great concern relating to the railroad train service, the Elsdon Line, that's on Sacramento Avenue in Chicago and cuts west through the Evergreen Park Village.

I have lived in Evergreen Park, IL since 1999 and have experienced and have seen unfortunate events when this train stops and blocks the passing of vehicles on W. 95<sup>th</sup> Street and on W. 87<sup>th</sup> Street. I have personally been made to wait 25 minutes by a either a stopped train or an extremely long train that was traveling slowly. I am a nurse at the University of Chicago and trying to get to work on time due to the trains has been an issue for years. Of course I leave out early, but no matter what time you leave, you never know when you will be delayed due to the trains. I have witnessed ambulances, with sirens going, being delayed, trying to get ill patients to Little Company of Mary Hospital or to the trauma center at Christ Hospital in Oak Lawn, when the trains are sitting still for long periods of time. I also was sitting one car behind another car which had a sick woman in it. A daughter was trying to drive her sick mother to one of the hospitals. The daughter began to get anxious at one point while waiting on the train to move, after sitting still for 15 minutes. The daughter got out of her car and tried to help her mother and tried to calm her down because the mother was visually in pain. I got out of my car and offered assistance, and at that moment, the rails lifted and the daughter was able to drive down the street to Little Company of Mary Emergency Room. A few times, I had to drive down to 83<sup>rd</sup> street to go under the train overpass to get to work on time. The trains normally are stopped so long that traffic backs up tremendously, causing people to drive unsafely, such as driving fast trying to get around other cars, and making illegal U-turns, etc. Please do something to resolve this problem!! I would hate for lives to be loss because of trains blocking people from getting to two major hospitals. Please feel free to call me if needed at (cell) 708-511-3062 or at (work) 773-795-0013, My email address is glenisybrown64@yahoo.com.

Thank You!!

\*\*\*\*\*  
This e-mail is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged and confidential. If the reader of this e-mail message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is prohibited. If you have received this e-mail in error, please notify the sender and destroy all copies of the transmittal.

Thank you

University of Chicago Medicine and Biological Sciences

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--  
Kelly Burke  
State Representative - 36th District  
5144 West 95th Street  
Oak Lawn, IL 60453  
(708) 425-0571  
[kburke@kellyburke.org](mailto:kburke@kellyburke.org)

## CSX Train Blockage

Tue 3/8/2016 10:27 AM

**From:** Jesus Bryant

**To:** CSX@the19thward.com



To whom it may concern,

I have been LATE for work at least 10x in a 6 month period. I have missed flights on several occasions. I have been LATE for dentist's appointments & most important of all, I missed the passing of my grandfather at Little Company of Mary Hospital by 15 mins because of that freaking train. I Pray that someday CSX goes bankrupt. I will be moving out of the area after 16 years because of the inconvenience of the CSX trains.

STB docket number FD35522

Fri 2/26/2016 1:29 PM

From: Kathy Budewitz

To: CSX@the19thward.com



Dear Ms. Brown,

We would like to let you know that the situation with trains "parking" is getting ridiculous. In the last 4 weeks alone, we have been stuck by trains at least 3 times. Last Friday, we were stuck for 25 minutes. Our young daughter had to use the bathroom, so we then had to drive around to find a street where the train was not stuck, so she didn't have an accident. What should have been a 3 minute trip, took over 40 minutes. At the end of January, we had to drive a mile out of the way to get to Barraco's restaurant on 11th Street. We dined almost 2 hours and the train was stopped the entire time!

We truly hope this problem gets resolved. We residents of the 19th ward deserve a resolution.

Sincerely,

Kathy and Jim Budewitz

## STB docket #FD35522

Tue 2/23/2016 2:51 PM

**From:** Dave Caldwell**To:** CSX@the19thward.com

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

I have been stopped by a train at 3000 W 103rd/111th street in Chicago for greater than 10 minutes at least ten times in the last four months. Once, after waiting for an extended period for a train that was moving very slowly, the gates came up and I saw that across the train tracks on 111th street a fire engine had been waiting with its lights on to go east from the firehouse at 111th street and Albany avenue.

On at least three occasions I have been stopped for more than 10 minutes while out running in winter. While running, you don't bundle up because the body heat generated by running keeps you warm. But, if you're forced to stand in one place you will get very cold quickly. I became very cold on each occasion. One time I ran back and forth between 111th street and 103rd street to not risk a cold injury while waiting. Another time I called a friend to come get me in a car so that I didn't freeze.

On one other occasion I was late for a doctor's appointment because of the same train tracks where it crosses 95th street in Evergreen Park. I have been late to work numerous times for the same reason and have missed many Metra commuter trains due to stopped CSX trains in this location.

Thank you for your action in this matter.

Dave Caldwell  
10642 S Troy St  
Chicago, IL 60655

Fwd: STB Docket Number FD35522

Mon 2/22/2016 3:45 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: Jim Casey <jc@evergreenpark.org>

Date: Thu, Feb 18, 2016 at 4:20 PM

Subject: STB Docket Number FD35522

To: kburke@kellyburkerep36.org

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, D.C. 20423-0001

Dear Ms. Brown:

Two years ago, I was stopped for twenty-five minutes by a train that remained stationary. I was surrounded by cars, so there was no escape. I not only had to change an important appointment that day that temporarily jeopardized a relationship with an important donor, I have also since altered my driving habits, always preferring the businesses west of the location, rather than east when traveling from my home or office.

This took place in Evergreen Park on 95th Street, east of Kedzie. By the time I arrived, the backup was already a block long, west of Kedzie. As a lifetime resident of the area, this has happened numerous times over the years, until finally I decided to go out of my way to avoid driving in that direction. Imagine the impact on the businesses and medical facilities, as I am certain I am not alone in avoiding this location, and I still become distressed when I am forced to proceed in that direction.

No resident should be forced to deal with such distress, so I appreciate the efforts of Mayor Sexton and Representative Burke and others to file this petition.

Sincerely,

Jim Casey  
9625 S. Central Park  
Evergreen Park, IL 60805

*Jim Casey '70  
Vice President Alumni Relations  
Brother Rice High School  
10001 S. Pulaski  
Chicago, IL 60655*

773-429-4456 *Direct Line*  
773-429-4300 *School Switchboard*  
773-429-4340 *Donna Eastman*

--  
Kelly Burke  
State Representative - 36th District  
5144 West 95th Street  
Oak Lawn, IL 60453  
(708) 425-0571  
[kburke@kellyburkerp36.org](mailto:kburke@kellyburkerp36.org)

STB Docket # FD35522

Thu 3/10/2016 7:14 AM

**From:** Jean Catania

**To:** CSX@the19thward.com



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Attention:

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

I am responding to the 19th's ward to submit specific times the CSX trains prevented me from conducting my normal course of business/life.

I live East of the tracks in Chicago. On two separate Saturday mornings, I was prevented from getting to a 7 am pilates class in Evergreen Park, because the signals went down, and the trains were so lengthy that I sat for over 10 minutes. The class is prompt, so once the signals rose and all the traffic moved on, all I could do was turnaround and go home. (This is normally a 5 minute ride from my house.)

On various occasions, during weekday late mornings and early afternoons, I've experienced longer delays when trains from two directions hold the intersection and all the drivers hostage for longer than 15 minutes. The very worst was when an ambulance was waiting with me trying to get to the hospital just beyond the tracks.

Thank you for helping us rectify this very dangerous and inconvenient traffic problem in our community.

Sincerely,

Jean Catania

## STB Docket Number FD35522

Thu 3/3/2016 10:26 AM

From: Derin Cobia

To: CSX@the19thward.com



Dear Ms. Cynthia Brown - Surface Transportation Board,

My wife and I are residents of Evergreen Park, IL and are writing in regard to the longstanding concerns we in the community have had with the railroad system (specifically CSX) traffic on the line located at approximately 3000 West (parallel to Sacramento Avenue). Frequent and extended train crossings over major streets have significantly disrupted and impacted our lives. We provide several examples:

- Frequently in the mornings (around 8:00 to 8:30 am) on my way to catch the commuter train downtown for work I am stopped by CSX trains, which causes me to miss my scheduled train. This is problematic as I work at the Northwestern Hospital system, and delays in my commute adversely affect my ability to provide proper care for the patients I see.
- Trains have also delayed my wife from getting to work on time (Friday afternoons around 4:00pm), where she has students waiting for her to begin class, but also comes off as unprofessional to her employer
- The train tracks are located a block away from the Evergreen Park Jr. High School, where one of our daughters attends. My wife has been delayed in picking her up multiple times by trains (around 3:00pm). This is an issue for us because by the time my wife arrives, our daughter has been left standing alone waiting outside (many staff leave by that point) for 20+ minutes (which is also an issue during the subzero Chicago winters). Consequently, my wife is further delayed in picking up the younger daughter at another school (where staff stay behind and are inconvenienced). Once particular time when this daughter was in preschool, a train delayed my wife from picking her up by almost a half hour, which was quite problematic for the school
- Common specific examples of train delays: crossing arms go down for minutes, but no train comes (even this multiple times, prompts traffic to go around, could be a huge issue if a train really does come), multiple trains at the same time crossing in different directions, trains slowing to a crawl or even stopping on the tracks for extended periods of time; our record for train stops in a single day is 4 (quite ridiculous).
- In a recent specific incident on Monday February 22, there were two trains that occurred within 20 minutes of each other, one of which sat on the tracks for over 15 minutes. This caused delays in getting our children to various rehearsals and lessons (which we are paying for).
- We have both noticed increased risk-taking behaviors from drivers when faced with the above situations - fast and reckless driving through neighborhoods to avoid a stopped or slow train, crossing downed arms or accelerating quickly as they are coming down to get across. It seems it is built into the community's mindset and culture here to do anything possible to avoid being stopped by a train. Because commuter trains are also common in the area (in addition to the 2 CSX lines), there is a heightened sense of loathing when it comes to being "stuck waiting." Although it did not happen on a CSX line, I directly witnessed the effects of peoples' efforts to avoid trains at all costs when a car attempted to cross in front of a commuter train and was struck, causing even longer delays and frustration (and probably injuries). I think this mindset is something that should be highlighted when litigation considerations are made.
- While not directly affecting us, we have witnessed delays in emergency vehicles getting to the 2 local hospitals (one of which is a trauma center)

#### Suggestions:

- make penalties for the railroad stiffer, a friend (who works for the railroad) commented that it is cheaper for them to pay the fine than alter their behavior; litigation seems rather pointless in these circumstances
- construct over or under passes for vehicles and/or trains on major roadways

Please feel free to reach out with any questions.

Darin and Rachel Cobia  
Evergreen Park, IL

STB docket number FD35522

Thu 2/18/2016 1:27 PM

**From:** Maurine Cody**To:** "CSX@the19thward.com"

I am extremely upset with this train. I live right off of 91<sup>st</sup> Street. Not only have I been stopped on five separate occasions in the past month alone but this has been going on for years and I am ready to put my house on the market to move away. I have had an emergency to get to the hospital but was stuck on the other side for over 45 minutes. This is uncalled for and something needs to be done about this!!! There are other occasions where the late delay of this train during hours of 5-6pm and from the morning hours of 7-8am meant that I missed the event that I paid for and for the morning delay I was hours late to work. I needed to get to the other side of 95<sup>th</sup> Street going east bound to get downtown and to catch my Metra train in Beverly. Please stop this CSX train from causing such a nightmare to our neighborhood.

Regards,

Maurine Cody

## CSX STOPPAGES - 111TH Street and Sacramento Avenue

Tue 3/8/2016 6:50 PM

From: lynn condon

To: CSX@the19thward.com



Hello. I'm writing to express my deep concerns regarding the stoppages of the CSX Railway at 111th Street and Sacramento Avenue. I live at 111th and Washtenaw Avenue, which is situated between the CSX line at Sacramento and another rail line at 111th and Rockwell. It is less than a span of one-half mile between the two rail lines.

The stoppages of the CSX line at Sacramento Avenue have become a huge threat to the safety of the community simply because access by emergency vehicles to our immediate area is completely blocked when both lines are present. With the CSX line completely at a standstill (which occurs at least twice a week quite often for no less than a minimum of 20 minutes, and often, quite longer), our lives are jeopardized by restriction of access to police, fire, and ambulance services. On weekend afternoons, there are stalls which extend at least a 1/2 hour. This is no exaggeration.

On Monday, October 5, 2015, the CSX line was at a COMPLETE STANDSTILL FOR OVER TWO HOURS. The train came through just as I approached the tracks westbound on 111th Street, and proceeded to stop. I waited 25 minutes and then turned around. There was already a huge back up to California. I was headed after work to Christ Hospital to check on a neighbor for whom I am Agent of Healthcare. My intention was to be there in time to speak with his doctors. I drove to 103rd Street at Sacramento Avenue, which was blocked. I turned around and proceeded to 99th Street to get through; no go. I was able to proceed westbound past the CSX tracks on 95th Street westbound to the hospital. And yes, I missed the doctors. The most ludicrous thing about it all is that the train was still there upon my return home; I had to go to 127th Street and work my way back north. It was two hours from the time I left to the time I returned home. How long it continued for I am not sure. Cars were backed up past my street, Washtenaw Avenue. For that entire length of time, cars were turning around and quickly ducking down our street, which is a southbound one-way, as well as the only through street from 111th to 115th Street between Western and Kedzie Avenues.

Boy, do they fly! It's a safe assumption that this is due to their frustration over the extreme delay. They round the corner at a high rate of speed. The Leahy family, who owns and resides in the six-unit apartment building on the southeast corner, placed a huge rock that is at least three feet in diameter to deter cars from driving up on their lawn, towards their building. This is due to so many accidents which occur in exactly that fashion!

There have been many times when I'm sitting in my family room and notice a barrage of cars turning south on Washtenaw from 111th for a good length of time. I say to myself, "CSX is stopped again!"

ENOUGH IS ENOUGH!!!!!! PLEASE do whatever is possible to hold this corporation responsible for the unreasonable and dire disruptions to our community. Their complete disregard is WRONG. Thank you so very much for addressing this matter.

Linda Condon

Fwd: CSX Trains

Mon 2/22/2016 3:46 PM @

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: William Cooper <wjc1249@utbn.net>

Date: Fri, Feb 19, 2016 at 8:38 AM

Subject: CSX Trains

To: Kelly Burke <kburke@kellyburkerep36.org>

I live at 10720 S. Washington Av.

My unit overlooks the CSX tracks that cross Central Av. at 108th St.

On average a train is stopped every day at the rate of, at least, 2 per hour.

When a train is stopped and the students from Richards High school are effected, I have seen students go between the trains to get to school.

Also numerous school busses are delayed because of the trains.

I have also seen Ambulances and police vehicles waiting for the gates to go up.

I hope that it doesn't take a serious injury to wake these people up. (CSX)

William J. Cooper

10720 S. Washington Ave.

Unit 303

708-634-2203

--

Kelly Burke

State Representative - 36th District

5144 West 95th Street

Oak Lawn, IL 60453

(708) 425-0571

kburke@kellyburkerep36.org

Attachments:

STB docket#fd35522

Wed 3/9/2016 1:26 PM

From: Donna Costello

To: "CSX@the19thward.com"

What if you or someone you love was on the other side of the tracks waiting for this ambulance? I live between 2 sets of tracks. When there is a stopped train on one, and another train running on the other, my block and several others becomes a dead zone. Emergency vehicles unable to enter. On 10-5-15, there was a stopped train on (3000 west/Sacramento). I knew something was up because the traffic on my street was horrendous because of the block train. I walked up to 111th and called CSX. The train had been stopped for over an hour and they said it was going to be at least another hour. After I talked to CSX, I then let the motorist on 111th know the train would not be moving. Traffic, enraged motorists, emergency vehicles unable to get through, this has been an ongoing problem in my neighborhood. I call CSX every time there is a stalled train. I hope the next call or email is not about someone dying because an ambulance could not get to them.

If you have any questions, feel free to contact me.

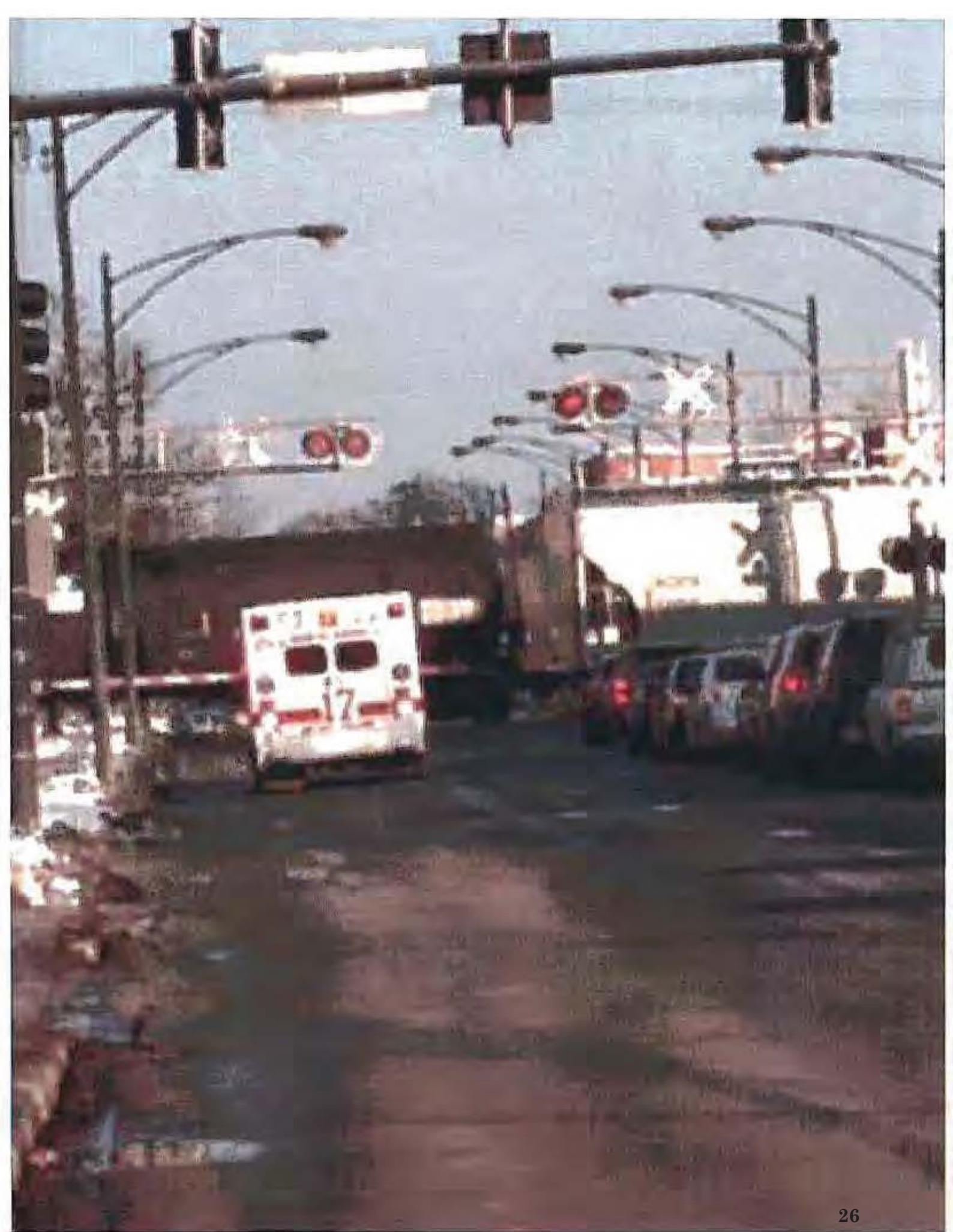
Donna Costello

11133 S Washtenaw Av

Chgo

773-401-8349

Sent from my iPhone



## Stb docket FD35522

Tue 3/8/2016 8:31 PM

From: brian cotter

To: "CSX@the19thward.com"



To Whom it may concern,

CSX has created a nightmare with the Elsdon and the blue spur line. The two separate railroads less than a mile apart from each other have created not only a nuisance but a decreased quality of life do to idling trains that are loaded with coal and petroleum with oversized loads and lengths that clearly violate these limits. I have missed dentist, and doctors appointments. I have been late for work. I have seen kids climbing through these trains while idled and is clearly obvious CSX that has complete disregard for our community and not afraid of any fines or sanctions they may receive. I have driven miles down each way trying to find crossing that I can cross. In one example I was stuck at 103rd street and had to to 127th just to reach 105th street on the other side. I have also been stuck by one train only to make it finally through stuck by the other CSX rail line on the other side. These two rail lines should that CSX owns and the increased traffic and constant stopped and idling trains needs to stop. No community should have to live under this dangerous and complete disregard that CSX has for us. I have lived in this community all my life and only within that past few years has it changed to such a nightmare. Please rectify this situation that that CSX has created with their two rail lines the "the blue island spur" and the "Eldon line"

Sincerely,

Brian Cotter

Sent: From my iPhone

STB Docket #FD35522

Mon 2/22/2016 4:05 PM

From: Chris Craven

To: CSX@the19thward.com



To:  
Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, D.C. 20423-0001

Dear Ms. Brown,

The CSX traffic and unexpected long delays have impacted my husband traveling to work, myself going to watch my grandchildren so my daughter can go to her job as a nurse--even "mundane" things such as my 7-year-old granddaughter being very late for a gymnastics class and my husband trying to make a bank deposit at a bank just 4 blocks away! On the particular day in January that my husband wanted to go to the bank, he never was able to make the deposit because the train blocked the tracks on both 95th St. and on Kedzie for 4 hours! We sometimes jokingly refer to our suburb as being in "railroad prison" because railroad tracks impact us twice on 95th Street between Western and Kedzie and also at 94th and Kedzie. The frightening thing is that it's not just Evergreen Park citizens who must tolerate random street closings of 10 minutes and more. Ambulances must also travel this route to two major area hospitals--Little Company of Mary and Advocate Christ Hospital.

We sincerely hope that something will finally be done to make this railroad accountable for an issue that has been troubling our community since our oldest grandchild was born 8 years ago!

Sincerely,  
Christine (and William) Craven  
Evergreen Park, Illinois

Fwd: CSX Railroad Crossings

Mon 2/22/2016 3:49 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: **Chris Craven** <goffmichrs@gmail.com>

Date: Fri, Oct 16, 2015 at 7:37 PM

Subject: CSX Railroad Crossings

To: Kelly Burke <kburke@kellyburkerep36.org>

Dear Kelly,

We live near 94th and Richmond. For the past 2-plus-hours my husband has been trying to get to the Chase Bank at 95th/Kedzie but wasn't able to because of the railroad crossing gates being down at 95th east of Kedzie and at 91st/Homan. The traffic backup on streets all over Evergreen Park is so great that it was on the traffic warnings on Newsradio 780!

The Evergreen Park police finally partially lifted the gates on 95th but only a trickle of the huge backup could get through. Is this what our police force should be doing? What if an ambulance has to get to Little Company of Mary Hospital? Surely our local restaurants and businesses are adversely affected!

Recently, living here is becoming akin to living in a prison. The way we are bound by tracks east and west along 95th Street has made the situation annoying at best. What will happen when the "Christmas trains" begin arrivine and bad weather sets in?

Our neighbor just told us that the gates are finally up. Too late to go to the bank!

Chris (and Bill) Craven

—  
Kelly Burke

State Representative - 36th District

5144 West 95th Street

Oak Lawn, IL 60453

(708) 425-0571

kburke@kellyburkerep36.org

STB docket # FD35522

Wed 2/17/2016 6:18 PM

From: Barbara Crotty

To: CSX@the19thward.com



---

Dear Ms Brown, I have been tied up and late for Drs appts and critical work appts over 5 times in this last month.

Sincerely,

*Barbara J Crotty*

*1705 W 102nd St*

*Chicago, Illinois 60643*

Train delays in neighborhood

Wed 2/17/2016 7:42 PM

From: Maryann Cusack

To: "CSX@the19thward.com"



For years residents in this neighborhood have been held hostage by the railroads.

Once we were able to get train gates that enabled horns to stop blowing every block or so we now have stalled trains, extra long trains, and higher train traffic.

In the vicinity of both sets of railroad lines run by CSX are hospitals, schools, and residential homes. As the trains are stalled, it becomes a task to find an intersection clear of the train to go about daily living.

We are grateful for the lack of pollution caused by trains. Unfortunately, railroad management has not taken into account that our lives should not be impacted by inefficiencies now exhibited by the industry.

Maryann Cusack  
10326 S Campbell  
Chicago IL 60655

Sent from my iPhone

Fd35522

Wed 2/17/2016 7:48 PM

From: Maryann Cusack

To: "CSX@the19thward.com"



---

I'm sorry. This docket number should have accompanied my note about stalled trains in the Chicago 19th Ward.

Thank you

Maryann Cusack

10326 S Campbell

Chicago IL 60655

Sent from my iPhone

## Train issues

Tue 3/8/2016 11:07 AM

From: Sarah Cutrara

To: CSX@the19thward.com



Ms. Cynthia Brown

Surface Transportation Board

395 E Street, SW

Washington, DC 20423-0001

Dear Ms. Brown,

The CSX line is a true problem in our community. Within the last two years, train traffic has increased exponentially, creating delays and potentially hazardous conditions for our neighbors. Within just the past six weeks, I've been stopped for an extended period of time - one of those times with the train fully stopped - and it's caused unneeded stress in my life.

Because of one instance, I was late bringing my son to school. On another occasion a delay due to train traffic caused me to be very late to a work dinner, which resulted in unhappy company and a potential loss of a philanthropic gift.

I ask that you consider rectifying this issue. We have the one and only trauma center located west of the train tracks. With a high incidence of violence east, it is potentially putting lives in danger to have so many delays and stopped trains in our community - aside from the annoyance of it all.

Thank you in advance for your consideration.

Sincerely,

Sarah Cutrara

Fri 2/26/2016 12:58 PM

From: lbdwriter@comcast.net

To: CSX@the19thward.com



Dear Sir or Madam:

I write this e-mail to ask for your HELP in bringing about a change in the movement of CSX trains in my community.

As an Evergreen Park resident, who lives two blocks away from these tracks, my life is impacted on DAILY basis by the stalled trains that stretch for miles and bring traffic to a grid-lock.

This problem seems to have gotten worse, and especially during rush-hours, when there is more traffic. Why are the trains so long, and more importantly why are they stopped for extended periods of time.

Has the CSX company thought about the various ways in which these extremely long trains are affecting not only the quality of movement, but the lives of those being transported by ambulance to the two hospitals (one a major trauma center)? When minutes count, it's totally unacceptable to wait for 10 minutes and longer for a train to clear a crossing.

I respectfully ask the CSX company to expeditiously rectify this problem that affects individuals ability to get to work on time, children to get to school on time, and people trying to catch commuter trains that run and adhere to a tight schedule.

Anyone making decision about the operations of these trains needs to simply experience ONE delay in this area to get a feel for what we in the community experience EVERYDAY.

PLEASE FIX THIS PROBLEM.

Bea Daniel

## CSX Train Complaint

Thu 2/25/2016 11:15 AM

From: "Danielle \"Nellie\""

To: CSX@the19thward.com



Hello!

I'm sending this email to complain about the trains that run on tracks next to Sacramento Ave. ( STB docket number FD35522)

I always heard rumors of how the trains would block intersections and finally witnessed it when I moved to the area about a year ago. Each month I experience the trains stopped either on 95th, 103rd or 111th at least twice.

The two most recent experiences was last month. The first was at 115th that stretched all the way to 111th. I was on my way to church where I sing on the worship team. I help lead the music so it is very important for me to be there on time. My church is off of 108th so it's logical to take 111th. But the train had stopped so I tried to take the side streets to 115th, where I found it stopped as well. I had to travel ALL the way to 103rd just to get passed the train. This resulted in me being 20minutes late to church and completely missed the singing. It was devastating.

The second experience was off of 103rd. I had just left the hospital with my boyfriend who had knee surgery. He was in horrible pain and was not allowed to have his knee bent. Unfortunately our car seat couldn't move back enough so I wanted to get him home as soon as possible. As I drove down 103rd, a train had stopped. I was blocked in and couldn't go around. So my boyfriend had to sit in agony for over 15minutes. It was horrific.

Please get this fixed! Thank you.

—  
Danielle

## FD35522 Comment

Wed 2/17/2016 7:56 PM

**From:** Doug Deering**To:** CSX@the19thward.com

My favorite CSX experience was in January 2015, while trying to drive to the hospital so that my wife (whose water had just broken) could deliver our first child.

We were stopped on 95th street by a southbound oil train, long enough to put the car in park, and just at the moment one expects the gate to rise, a northbound train came immediately afterward, just as slowly, and put my anxiety into overdrive. It may have been ten minutes, but felt like an eternity.

Thankfully it didn't impact us medically, but I wonder seriously about those emergencies where every minute counts.

Doug Deering  
Beverly, Chicago

Sent from my iPhone

Docket # FD 35522

Thu 2/18/2016 6:40 PM

From: William Desmond

To: CSX@the19thward.com



---

Living west of the CSX tracks has caused great inconvenience in our lives. Myself and my wife, (she is disabled) depend on reasonable access in and out of our neighborhood, I have been called several times for emergencies by my wife. Three times I was delayed in excess of 15/20 minutes, and had to choose an alternate route. We have lived in the community for 45 + years. In the 21st century I think this shows CSX is incompetent, and neglectful. Please for all concerned, FIX THE PROBLEM. William & Judith Desmond

## Railroad tracks

Thu 2/18/2016 12:06 PM

From: Peggy

To: CSX@the19thward.com



My specific problem is not with the stopped trains, but more with how heavy the loads are. I live on the corner of 110th and Rockwell, and my home runs parallel with the tracks. When we moved in 24 years ago the trains were seldom and the loads were light. Today they are all double decked and are very frequent. My home shakes and has several wall cracks from the heaviness of the trains. There is no way these homes were built for this kind of daily activity. Several times a month when the trains come to an unexpected stop it sounds like a bomb went off. We have been living with this for at least 13 years. Thanks for being a sounding advocate.

Tom and Peggy Birken

Sent from my iPhone

FD 35522

Thu 2/18/2016 12:24 PM

From: Maggie Doherty

To: CSX@the19thward.com



I live in Merrionette Park and work in Beverly. My fiancé takes the train from Beverly to get to work. I have been late to work because of the gates being stuck down at least four times in the last six months. My fiancé has missed his commuter train due to trains being parked on the tracks and gets being stuck down.

Our commutes home from my work/his train should be between 10-15 minutes. Since September, our commutes over been over an hour three times I can remember because of trains being stuck on the tracks or the gates being down. All three times, our puppy had accidents in our house we were greeted to clean up upon finally making it home.

We also have encountered train issues such as these in running errands and going out, which are frustrating. We live less than a block from the line (I can see the train from my bedroom) and my sister lives across the street from it. We continually see the trains just sitting on the tracks. We cannot even keep our windows open when it is nice out because trains are sitting on the tracks running and emitting. I don't mind a train passing through but to sit there on end, that's where the issue comes up.

I have also dropped my niece and nephew off at school late on more than one occasion because of this line.

I have called and filed complaints with CSX, while sitting at the gate with a train parked in the crossing on more than one occasion and been told there isn't a train there, even though I was literally looking at it.

Thank you,  
Maggie

Sent from my iPhone

Trains

Thu 2/18/2016 11:09 AM

From: Joe Doyle

To: "CSX@the19thward.com"



Due to delayed trains, I have missed my metra train which caused me to be late for work and lose appointments. This has cost me money.

Additionally, train delays have kept me from getting home on time after work.

Joseph R Doyle

Bizar & Doyle, LLC

123 W. Madison, Suite 205

Chicago, Illinois 60602

(312) 427-3100-Office

(312) 427-5400-Fax

[www.primebankruptcy.com](http://www.primebankruptcy.com)

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Attachments:

- image001.gif

STB Docket Number FD35522

Thu 2/18/2016 11:10 AM @

From: Joe Doyle

To: "CSX@the19thward.com"



Ms. Brown:

Due to delayed trains, I have missed my metra train which caused me to be late for work and lose appointments. This has cost me money.

Additionally, train delays have kept me from getting home on time after work.

Joseph R Doyle

Bizar & Doyle, LLC

123 W. Madison, Suite 205

Chicago, Illinois 60602

(312) 427-3100-Office

(312) 427-5400-Fax

[www.primabankruptcy.com](http://www.primabankruptcy.com)

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Attachments:

+ image001.gif

## train stoppage

Thu 2/18/2016 7:29 AM

From: maryann drake

To: CSX@the19thward.com

Cc: mdrake746, mattoshea



To Whom It May Concern:

This is a reoccurring problem in this community, train stoppage and long slow moving trains that consistently stop traffic for extensive periods of time.....it seems at though I will be stopped every Sunday on my way to St. Christina Church on 111th. This has become very frustrating situation that seems to be becoming more pronounced. The frosting on the cake was trying to get to St Christina on Friday 2/12/2016, when a very long freight train was stopped while I was on 115th heading west at the crossing at 115th about 3 blocks west of Kedzie, waited almost 15min than decided to turn go back to Western and head north and finally got through at 103rd. This situation is getting worse and you need to address. I am sure there are times when an emergency vehicle is unable to get though.....you must resolve the situation.

Local resident,

Maryann Drake

mdrake746@wowway.com

## Train delays

Mon 3/7/2016 8:01 PM

**From:** John DuBoise Jr

**To:** CSX@the19thward.com



---

My family and I have endured long waiting periods waiting on the train to pass. There have been times that we had to go to 127 and western to cross the tracks, coming from 111th st. Something needs to be done.

Sent from my iPhone

STB Docket Number FD35522

Mon 2/22/2016 2:36 PM

From: Maureen Duigou

To: "CSX@the19thward.com"



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

RE: STB Docket Number FD35522

1/8/16, 7:45 am, 95<sup>th</sup> Street Crossing – Going to work Train Stopped on tracks, gates down at 3 intersections - 91<sup>st</sup>, 95<sup>th</sup> and 99th Street, for over 40 minutes, had to go around to 103<sup>rd</sup> Street, which was backed up for miles, missed 3 Metra trains trying to get into work, was late and got in after 10:30 am.

2/19/16, 5:45 pm, 99<sup>th</sup> Street Crossing – Train going through at 5:45 pm traffic backed up and waiting for train to clear for 20 minutes, late getting home from work.

October, 2015 – 5:30 pm - 95<sup>th</sup> Street Crossing – Train stopped at intersection then started moving, my husband was late picking me up from Metra train, it was already dark outside and I waited in pouring rain by myself for over 40 minutes.

95<sup>th</sup> Street Crossing – don't have specific dates, but on numerous occasions over 10x been stuck waiting for train to pass and late for appointments, and getting home from work.



STB Docket # FD35522 Attn: Cynthia Brown, Surface Transportation Board, 395 E. StreetSW, Washington, DC 20423-0001.



Tue 3/8/2016 10:05 PM

**From:** CAROLINE DWAN

**To:** "CSX@the19thward.com"

Dear Cynthia,

On no less than 6 times, I have been stopped by stalled trains on the tracks at 115th and Rockwell. This has caused great distress to my family and me leading to tardiness for important commitments, appointments and our jobs.

Please correct this issue immediately. We deserve better in our community.

Sincerely,

caroline Dwan

Fwd: FW: 1/22/14

Mon 2/22/2016 3:48 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: **Burke, Kelly M.** <KellyB@ilga.gov>

Date: Wed, Jan 22, 2014 at 9:59 AM

Subject: FW: 1/22/14

To: "k.burke@kellyburkerp36.org" <kburke@kellyburkerp36.org>

---

From: DEEstand@aol.com [DEEstand@aol.com]

Sent: Wednesday, January 22, 2014 9:50 AM

To: Burke, Kelly M.

Subject: Re: 1/22/14

Kedzie & 91st were blocked.

In a message dated 1/22/2014 9:49:43 A.M. Central Standard Time, KellyB@ilga.gov writes:  
Was it the tracks near Kedzie or the ones near Rockwell?

---

From: DEEstand@aol.com [DEEstand@aol.com]

Sent: Wednesday, January 22, 2014 6:34 AM

To: Burke, Kelly M.

Subject: 1/22/14

Kelly,

Another CSX incident for your files. This morning 3:55am-4:15am. Train was moving but at less than a walking pace. I was able to get around due to less traffic at that hour, however, even at that hour, there was a line of vehicles in all directions who had been there much earlier than I.

Dale Estand

--

Kelly Burke

State Representative - 36th District

5144 West 95th Street

Oak Lawn, IL 60453

(708) 425-0571

kburke@kellyburkerp36.org

STB docket number FD35522

Thu 2/18/2016 11:04 AM

**From:** DEEstand@aol.com

**To:** CSX@the19thward.com

**Cc:** kellyb@ilga.gov



---

How are citizens supposed to remember all incidents over the last 2 years? There's too many to remember unless a log was kept. I have logged each incident that I have witnessed to Kelly Burke. She has encouraged citizens to report problems to her. It would be my wish that her information is used for this purpose. Kelly has been aware and working on our behalf with this problem.

Dale Estand

## CSX trains

Thu 2/18/2016 10:19 PM

From: Kara Farej

To: CSX@the19thward.com



Since CSX has taken over they have inconvenienced plenty of people in our neighborhood including those passing through. I live on the 107<sup>th</sup> block of Sacramento with my house facing the tracks. On a daily basis I watch children of different ages climbing over, crawling under, and walking on top of these stopped trains. This scares me to death because at any moment the train starts to move and each car slams the next violently with no warning. I do not want to be the one who sees something so horrendous if a child is under or on that train when it does decide to move. We also get cars on a daily basis which are occupied by angry drivers speeding down Sacramento from 11<sup>th</sup> trying to either race the train or get around a stopped train that they have been sitting at for too long. I speak for all of us on Sacramento when I say we have children that are the future of this beautiful neighborhood and we cannot and will not stand for the dangers these trains are posing of possibly taking one of them away from us far too soon because a child had the opportunity to climb over a train or crossed the street and was hit by a speeding car. I have also experienced a train stopped for several hours with a chemical smell coming from it so strong it caused myself and all my neighbors to have a horrible headache but there was simply nothing we can do other than to close up our houses and stay inside. It's about time someone does something about this honestly. Thanks for your time.

Kara Farej

Sent from my iPhone

March 9, 2016

Dear Surface Transportation Board:

Re: STB # FD35522 CSX Elsdon Line

I write to complain about the CSX line's disruption to neighborhood traffic by unduly blocking rail crossings in our neighborhood.

As a citizen of Chicago, I appreciate the economic benefits that railroads have brought to the entire Chicago area and our country. However it is an unnecessary cost when trains block streets as CSX trains do for long periods of time.

I might add that it should be in our joint interest with CSX to have their trains moving quickly as they can not be making money when their trains are parked at rail crossings for long periods of time, as they are now, rather than moving freight. It certainly is an impediment to all of us, particularly emergency vehicles.

Thanks you for your consideration of this complaint.

Sincerely,

Collins Fitzpatrick  
9033 S. Hamilton Ave.  
Chicago, IL 60643

## Dangerous safety conditions

Thu 2/18/2016 5:23 PM

**From:** flippnogood

**To:** CSX@the19thward.com



When you tie up the intersections of 95st and kedzie ave. You create very dangerous conditions. It cuts our village in half, since our fire station and ambulances are on the north side of both of those crossings. I personally sat for 20 minutes many times waiting for the slow or even stopped trains to clear. A fire could burn a house to the ground or a person could die waiting for our firefighters or emts to arrive

Sent via the Samsung GALAXY S4@4, an AT&T 4G LTE smartphone

STB docket number FD35522; all

Thu 2/18/2016 4:11 PM

**From:** Laurence Forberg

**To:** CSX@the19thward.com



I would appreciate if something was done to shorten the delay we suffer from the excessive lengthy block of traffic due to excessive, lengthy train crossing.

Thanks

Laurence,

Sent from my iPhone with possible unintentional spelling errors/distortions.

## Train Track Blockages

Fri 2/19/2016 9:35 AM

From: "Fullarton, Robin"

To: CSX@the19thward.com



Hello,

I work at Evergreen Park Community High School which is right next to your train tracks at 99th & Kedzie. Since school started here in mid August 2015, we have had over a dozen mornings where a train blocked the tracks so long between 7:30-9:00 a.m. Our school day starts at 8:30 so we have had both teachers and students unable to get to school on time. One morning, the train sat, not moving so long on the tracks that students and teachers missed over half of the class of the day. Our classes are 83 minutes long, that means the train did not clear the tracks until after 9:15 a.m. This is absolutely inexcusable and very irresponsible on your part. These train tracks run through our community. The least you could is to be considerate of the people who work and live in the neighborhood.

--

Robin P. Fullarton  
Administrative Assistant  
Evergreen Park Community High School  
9901 S. Kedzie Avenue  
Evergreen Park, IL 60805  
Direct Line: (708) 398-1232  
Fax: (708) 424-3045  
[www.evergreenpark.org](http://www.evergreenpark.org)

train delays

Mon 3/7/2016 4:09 PM

From: Cindy Gansel

To: "CSX@the19thward.com"



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

STB Docket# FD35522

Dear Ms. Brown,

I live in very close proximity to the CSX railroad lines at 3000 W. 115th Street in Chicago. On numerous occasions there have been stopped trains at these tracks and I have been delayed in getting to work or to my home. When you approach a stopped train like that, you have no idea in which direction it is going. Hence you are not sure whether to try and get around the train by going to the north or going to the south. Sometimes your gamble pays off and other times it does not!! Either way when this happens, it is very frustrating and it causes a lot of traffic going through our residential areas. I hope you can help resolve the problem

Thank you,

Cynthia Gansel  
11438 S. Fairfield Ave.  
Chicago, IL 60655

STB Docket#FD35522

Thu 2/18/2016 1:44 PM

From: Daniel Gasser

To: "CSX@the19thward.com"



Regarding STB Docket # FD35522

To Whom It May Concern,

My wife and I live on Sacramento Ave, just south of 107<sup>th</sup>. Our home faces the RR tracks in question.

We have noticed a significant increase in train traffic and stoppages in the last 3 years.

I would say on average per week, there is a train stopped in front of the house blocking traffic, 5-7 a week. What used to be a once every two weeks, has severely escalated. My wife has had to reroute southbound at least 10 times in the past year trying to get to work via I-57 into the city.

To boot, there was a time last summer that two juveniles were in the cemetery across the way and the train was blocking their path back to Sacramento. My wife and I watched them crawl underneath the tracks.

I hope there is a resolution to this issue or at least a financial impact that CSX must face.

Thanks, Elwood

Elwood Daniel Gasser

Shop Logistics Manager

11045 Gage Avenue, Franklin Park, IL 60131

T: 847.451.4228 C: 708.567.3806 E: [Daniel.Gasser@hilltop.com](mailto:Daniel.Gasser@hilltop.com)

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## STB Docket Number FD35522

Thu 2/18/2016 2:12 PM

From: "Gibbons, Maria"

To: "CSX@the19thward.com"



I have been stopped numerously each week for longer than I can remember by a passing train. The trains run during rush hour and they often stop, delaying traffic. I have been late to appointments, late to pick up my child from daycare and I get charged extra after 6pm. It seems that there is no specific schedule assigned to train times, they run all day long. This must stop, I am considering moving away as this has become such a burden on my family.

Maria Gibbons

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SBT docket #FD35522

Fri 2/19/2016 9:24 PM

**From:** David Goldberg

**To:** "CSX@the19thward.com"



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This is reference to the CSX crossing on 111th and Rockwell. I leave for work every weekday morning at 6:00 in the morning and I get stopped at this train crossing at least twice a week, either by a slow moving train or a completely stopped train. Any help with this matter or having these trains stop running during morning hours when hard working people are trying to get to work would be very helpful.

Sent from my iPhone

## FD3523comments

Mon 3/7/2016 5:11 PM

From: Ed Graney

To: CSX@the19thward.com



Ms Cynthia Brown  
Surface Transportation Board  
395 E Street SW  
Washington DC 20023

Hello

In regards to the train issue of blocking the main arteries in my neighborhood. I live in between two sets of train tracks which include the Sacramento lines and Rockwell lines.

There are a few issues that cause these problems

1. Both of these lines come together at several locations south of our neighborhood. Often bottle necks occur at these locations and possibly the train yard which is also just south of our neighborhood.
2. Length of trains. Often these trains can have over a hundred cars attached. Approaching these bottleneck areas and the train can back and keep crossing closed while trains attempt to enter the yard or break down the length of these trains.

The crossing in questions are a direct reflection of the issues related to trains the train yard and the bottle neck areas just south of our neighborhood. At times we can get trapped between the two sets of trains which can close down the area in between the two sets of tracks. I may not be able to tell you how many times this can occur. I can tell you it occurs several times a month.

The issues are much broader than stopped trains, it expands into length of trains, and frequency of the trains.

Thank you for your time

Edward Graney  
11125 S Talman  
Chicago IL 60655

Sent from my iPhone

Thu 2/18/2016 11:24 AM

From: Dahlia Hanin

To: "CSX@the19thward.com"

Cc: Village of Evergreen Park



To Whom It May Concern:

I am writing to share with you frustrations associated with CSX Elsdon line that runs through Evergreen Park. I live between 93rd and Utica which means that I have experienced problems on 95th, 94th, Kedzie, 91st and 87th - all which are access points to home (some E bound, some W bound). I cannot count how many times I have encountered either:

- Downed gates for no apparent reason blocking all passages to head EAST towards the city for work
- Six - ten minute trains blocking all passages WEST when heading home from work.
- Late night/early morning (e.g. 3 a.m./4 a.m.) horn/signal sounds coming from trains passing through the neighborhood which wake me and my family up from sleep.

While some of these issues are just annoying (it's 9 p.m. and I want to get home and I am delayed by a 6 minute train) - others have more serious consequences such as:

- being late for work
- legitimately losing sleep (which causes a domino effect of problems)
- blocking the way to local hospitals for an ambulance (I have seen this happen)
- blocking fire trucks or police for long periods of time; and
- as a result of the frustration from waiting, once free from the barriers I have seen many drivers speed up my street, blowing stop signs to 'make up the lost time' from the blockage

I understand that some inconvenience is inevitable to provide transport - however since CSX has increased its presence in the neighborhood it seem to be excessive.

Please do something to mitigate these issues and ensure that those who live in, and want to access, Evergreen Park are safe and sound-free!

Cheers,  
Dahlia Hanin

## Railroad

Thu 2/18/2016 10:08 AM

**From:** Cathy Hayes

**To:** CSX@the19thward.com



Thank you for addressing this problem I have been late for school car pooling at mother mcAuley high school  
I have been late for trips to the hospital at Christ catching the metro train

Sent from my iPhone

STB Docket #FD35522

Tue 3/8/2016 11:21 AM

From: patricia hayes

To: CSX@the19thward.com



Ms. Cynthia Brown

Surface Transportation Board

395 E Street, SW

Washington, DC 20423-0001

Ms Brown,

My residence is 10324 S. Talman Ave. Chicago, IL. 60655. Through my front window I can see pretty much constant train movement from the tracks at what would be Rockwell.

As an example, this morning, there was a train that ran for 10 minutes at 7:50 am that blocked many drivers from getting their children to school (St. John Fisher) in a timely manner. As I was leaving church, one hour later, there was another train. Both trains were slow and had several EMPTY open cars showing that products were not being transported. This goes on throughout the day, everyday. As a matter of fact, we all hold our breaths that the train won't stop, or take a rest at our intersection. This, also, is a frequent occurrence.

This kind of behavior shows lack of concern for the wellbeing and workings of community that your company is so a part of.

Patricia Hayes

## Train problem

Mon 3/7/2016 8:07 PM

**From:** Chas Hayes

**To:** CSX@the19thward.com



Ms. Cynthia Brown:

My voice joins my neighbors who have dealt with serious delays getting around, especially while in a rush, thanks to CSX. Please consider this story for STB Docket # FD35522.

Back in January, I was heading east on 111th Street, just past Kedzie, when I had to sit in a long line of vehicles because a train came to a halt. So, I zipped north to 103rd street in hopes of getting ahead of the train. But guess what? The train was blocking 103rd also! So, I shot back down to 111th and finally was back on my way. Wasted a lot of time. My wife called my cell phone worried because I wasn't home yet.

Please do what you can to help my community be able to travel freely without the hassles of stopped or slow trains.

Thanks,  
Charlie Hayez

Sent from my iPad

STB DOCKET #FD36522

Thu 2/18/2016 9:05 AM

From: kathy hines

To: CSX@the19thward.com



I live East of kedzie on 95th st. I work west of kedzie on 95th. 1 1/2 mile ride. Should be a few minute commute. Last night, Feb 17 at just after 10 pm I hit traffic backed up for blocks on 95st. Gates down at crossing on 95 TH. Took me 25 min to get home.

Last summer I went to Pete's market on 95th. Less than a mile from home. Took over an HOUR to get home. Gates down, no train. I always leave very early for work just in case.

I've seen cars drive around gates or make quick detours down side streets.

I live on Francisco. Sometimes cars are backed up for blocks trying to turn west onto 95th because gates were down on 99st. Of course there in a hurry because its making them late. Dangerous. My parked car in front has almost gotten hit because people go around cars waiting to turn and so they cut over to my alley. It's a very dangerous situation in town because of these backups.

Kathy Hines

9514 s Francisco ave

Evergreen park

## Train traffic

Fri 2/19/2016 5:14 PM

**From:** Linda Horras

**To:** CSX@the19thward.com



The CSX route is extremely disruptive to our lives. I have children at the Ag School and Harist. Several times a week, we are stuck on one side of the tracks or another. And who knows when those trains come through the area or when they completely stop. It is getting worse as well. We need a set schedule and no train stoppages. Thank you. Linda Horras

Sent from my iPhone

Fwd: STB Docket Number FD35522

Mon 2/22/2016 3:46 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: &lt;ibarlet@comcast.net&gt;

Date: Fri, Feb 19, 2016 at 11:11 AM

Subject: STB Docket Number FD35522

To: kburke@the19thward.com

Ms. Burke,

I would like to offer comments on the Railroad Crossing issues that Evergreen Park has been having. I am referring to STB Docket Number FD35522.

I have lived in Evergreen Park for over 30 years and travel east and west on 95th St daily. In the past few years, the number of times that I have been impacted due to stopped trains are numerous. I have had to pick up people at Little Company of Mary and have been late in doing so due to the fact that the railroad crossing gates are down and trains stopped. I have been returning home on 95th St and have missed conference calls because the trains are stopped for a long time and traffic is so backed up that there really is no alternate route to take home. I have traveled east on 95th St from Interstate 294 and the traffic has been horrendous and the reason is that the trains have blocked 95th St in Evergreen Park and this has impacted traffic not only in Evergreen Park, but in Oak Lawn and Chicago Ridge - basically all the way to the tollway.

There are two hospitals that people in our community go to and they are both located on 95th St. When the trains are stopped and traffic cannot move, everyone that lives in Evergreen Park or is visiting Evergreen Park is in danger of not receiving medical help if needed. This could be a life and death situation.

The police and fire department are also impacted due to stopped trains. This is detrimental to our community. In today's world we need the police and fire department more than we ever did and as a community the stopped trains in Evergreen Park impact the total community - we are not as safe as we need to be today.

I would like to thank you in advance for all of the work that you are doing to help bring this issue forward.

**Sharon Iberle**

iberle@comcast.net

—  
Kelly Burke

State Representative - 36th District

5144 West 95th Street

Oak Lawn, IL, 60453

(708) 425-0571

kburke@kellyburkecp36.org

## Emailing - CSX -- task force committee complete with cell numbers and email addresses.pdf



Wed 2/24/2016 7:01 PM

**From:** john jacob

**To:** "Bill Cunningham - Illinois (bill@billcunningham.com)", Bill Cunningham, "Matt O'Shea (mattoshea@the19thward.com)"

**Cc:** "CSX@the19thward.com"

---

Bill –

I am putting together my list. I assume you have someone collecting all of the emails I sent to you as well. I hope to have all of it soon.

Not sure if you have this and if it will be helpful at all. I need to read fully.

Thanks,

John

### Attachments:

- CSX -- task force committee complete with cell numbers and email addresses.pdf

**CHICAGO TERMINAL  
OPERATING CONDITION AGREEMENT**

Chicago Terminal  
Intermediate and Class One Carriers

Effective: November 7, 2014

perform their work in a manner that will prevent accidents to themselves, their fellow workers and the public.

**No job is so important that we cannot take the time necessary  
to do it safely!**

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## **Section 4**

### **Key Participants and Definitions**

#### **Participating Carriers**

The following carriers are signatory to this agreement:

- AMTRAK
- Belt Railway Company of Chicago
- BNSF Railway
- CN Railway
- CP Railway
- CSXT
- Indiana Harbor Belt Railroad
- METRA
- Norfolk Southern Railway
- Union Pacific Railroad

Official representatives, including contact information, for each of the participating carriers is set out in Appendix I

#### **Chicago Terminal**

The Chicago Terminal (Terminal) includes rail operations on and inside the outer belt route of the CN (former EJ&E). The territory covered by this Operating Condition Agreement extends out of the terminal on feeder routes into and out of Chicago employed by line-haul carriers to the first road crew change point in order to facilitate the management of this territory.

All carriers operating within defined limits of the Chicago Terminal are dependent on the Chicago Terminal Intermediate Carriers as well as bilateral relationships between themselves to affect interchange and to move overhead traffic through the Terminal.

#### **Corridor**

Corridors are defined as primary routes into, and/or through the Chicago Terminal. These primary arteries, if operating under deteriorated conditions, will negatively impact fluid operations through the remainder of the Chicago terminal. The core of Chicago's corridor system coincides with those identified in the Chicago Regional Environmental and Transportation Efficiency (CREATE) Program. Additional routes have been added to the

Additional factors including, but not limited to, weather, service interruptions, MOW may also trigger changes to OPCON status either automatically or by majority decision of plan owners.

## **Roles of Key Participants**

### **Safety and Operations Management Committee (SOMC)**

SOMC is the rail industry's senior management committee. It is under the authority of this committee that the Chicago Terminal Operating Condition Agreement is developed, implemented, monitored and managed. SOMC members, whose respective railroads operate in the Chicago Terminal, approve the Chicago Terminal Operating Condition Agreement.

It is not intended that the SOMC group must approve amendments and/or changes to this plan. After initial approval, the Chicago Terminal Operating Condition Agreement becomes a living document subject to revisions, modifications, amendments and other changes. Changes to the Plan may be promulgated by the CPG.

### **Chicago Planning Group (CPG):**

CPG reports to the Terminal Operations Working Committee. The CPG provides management oversight and governance of the Chicago Transportation Coordination Office (CTCO). CPG is responsible for monitoring the activities and performance of the CTCO to ensure that all carriers in the Chicago Terminal receive equitable consideration to maintain a level "playing field" throughout the terminal.

### **Chicago Transportation Coordination Office (CTCO):**

CTCO reports to CPG. The CTCO is responsible for the management and execution of this agreement. CTCO hosts two daily conference calls with all the carriers operating in the Chicago Terminal. The daily conference calls provide a vehicle for sharing of operating information that is used to assist in the management of the Chicago Terminal.

### **Chicago OPCON Plan Owners (Plan Owners)**

Plan Owners of this agreement are defined as the most senior resident Operating Officer for each carrier that is party to the Chicago Operating Condition Agreement. These individuals are assigned primary responsibility and accountability within their respective carrier for Chicago Terminal Operations. All Plan Owners are identified in Appendix I of this agreement. Plan Owners are responsible for executing OPCON remedial actions as indicated in Appendix II. Additionally, Plan Owners are the first level of management authorized to override automatic changes to the OPCON for the Chicago terminal, its key yards, corridors, and/or feeder routes.

### **Service Design Group (Service Design)**

The Service Design Group is a collection of Service Design staff from all carriers that are party to the Chicago Terminal Operating Condition Agreement. Service Design Groups have a key ownership stake in this agreement as they are critical to successfully identifying action items designed to maintain and/or quickly return the terminal to OPCON Green. A critical component of Service Design staff functions is effective communication

components of the terminal. The CTCO will monitor and maintain chronological documentation of recovery progress through documentation of the activities, and results of Tier I and Tier II Operating Condition commitments.

#### **Data Collection and Reporting:**

The basis for establishing automatic Operating Conditions at all levels will be factual information gathered by the CTCO via automated data feeds provided by RailInc as defined in this agreement. Where automated feeds are not yet available, automated data sources will be supplemented with data derived from command center representatives. As additional capability is incorporated into data reporting systems, additional automated feeds will be incorporated. Where discrepancies exist between automatic and manually derived information, information derived from automatic data feeds shall prevail.

Factual information will be gathered by the CTCO and reported on the daily CTCO Scorecard (automated scorecard when activated) and via the daily CRCA conference calls. Vital Signs and Key Indicators are identified in Section 6 of this agreement. Sustained operations above, or below predefined Vital Signs and/or Key Indicators shall be the triggers employed for determining automatic changes to OPGON levels. Parameters will consist of a combination of automated data feeds and information reported by carriers on the recurring conference calls.

#### **Structured, Progressive Escalation Process:**

Escalation shall occur progressively as reported elevated indicators and subsequent relief plans fail to demonstrate recovery towards a fluid status. Within the first hours of elevated levels, CTCO will facilitate coordination with respective command centers noting any commitments and progress toward execution of such commitments. Should vital indicators remain elevated for 24 hours, CTCO, and plan owners shall participate in a 1400 CST OPGON conference call as the first step in escalation. The call will be seeking drivers for the elevated readings, as well as a plan to return the impacted portion(s) of the Chicago terminal to OPGON Green. At 48 hours, and each subsequent 24 hour period thereafter, CTCO, Plan Owners and Service Design/Network Operations representatives shall participate on 1400 daily conference calls until such time as OPGON Green is reestablished. Each call shall focus on drivers pushing elevated OPGON readings, tracking commitments, measuring effectiveness of countermeasures in progress, and identifying additional measures needed to restore fluidity to impacted areas.

#### **OPGON Change:**

Revision to OPGON levels shall occur automatically when vital signs identified in Section 6 are exceeded or return to within parameters for the next lower level, as appropriate. A 48 hour period is built in prior to initiating pre-agreed to action items. This is designed to prevent automatic actions being initiated due to transitional fluctuations and to allow the progressive escalation process ample opportunity to restore fluid capacities prior to triggering wider system actions.

## **Overriding OPCON Changes**

Plan Owners may override automatic changes to OPCON levels under Tier I or Tier II by majority vote of impacted Rail Carriers under Tier I, or majority of all Rail Carriers for Tier II activations. Dissenting Plan Owner(s) shall request a vote of all Plan Owners if a Tier II change is involved. Upon receipt of a request for a Plan Owner vote, CTCO shall facilitate a vote on the follow up 1400 conference call. Dissenting plan owner(s) shall be afforded an opportunity to state their position, and debate the merits of their dissent prior to a vote to accept or reject the OPCON level modification by majority vote.

### *Tier I Overrides*

Tier I level change procedures vary due to the unique nature of exclusive ownership by plan owners of the identified components making up the overall Chicago Complex. The Plan Owner holding ownership/responsibility over the impacted key yard, or principal corridor must respond in writing (if solely responsible under Tier I) to indicate override of OPCON countermeasures dictated by agreement. Failure to respond in writing prior to the 1400 Conference Call will indicate concurrence with the OPCON level automatic change and subsequent countermeasures.

Action items identified in Appendix II will then take effect between 48-72 hours after vital sign thresholds were first exceeded and sustained for a full 48 hours. In the event a Tier I plan owner elects to override an automatic OPCON change, a plan must be provided in writing to CTCO and Chicago Plan Owners identifying the alternate plan to return the impacted key yard, or principal corridor to OPCON Green. If vital signs continue to reveal elevated OPCON indicators 72 hours after initial triggers were met, a binding vote of all Chicago area plan owners shall be held at 1400 (three days after initial call.) A "yes" vote by the majority shall result in escalation of the indicated component of Chicago, which proprietary railroad shall accept as binding and previously agreed to action items shall commence within 24 hours of the vote.

## **Manual Changes to OPCON Levels**

Plan Owners retain authority to change OPCON status for territories under their purview, and may request a vote of all Plan Owners at any time to change OPCON levels for the entire Chicago Terminal under Tier II conditions. Conditions outside the scope of data collection capabilities may at times necessitate modification of OPCON status. Examples of such conditions include, but may not be limited to, MOW, service interruptions, and weather phenomena. In such instances, the Chicago Plan Owners may call for a vote, employing procedures specified in this section, to modify OPCON status based on forecast, imminent, or emergent conditions.

### **Tier I – Key Yards, Corridors, and Feeder Routes**

Plan owners retain authority to change the OPCON level for Key Yards, Corridors, and feeder routes residing on their respective property. At any time, a Plan Owner may request consideration by the voting participants to escalate any portion of the terminal should he/she feel conditions warrant such action. Voting members, or their designated representatives, shall then discuss the merits of the request and subsequently vote to

## Voting

A plan owner may cast their vote under any of the circumstances delineated in this agreement as follows:

- 1) Direct participation on the 1400 call;
- 2) Via designated representative present on the call; or
- 3) Respond to the notification of an Operating Condition call message indicating that he/she will not be on the call, but specifies desired vote in the return message.

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## Section 6

### Vital Signs

The operating conditions across Key Yards and Corridors throughout the Chicago complex shall be monitored and reported regularly via the Automated Scorecard and information reported by Command Center personnel. Trend information will be analyzed on the regular CTCO conference calls at 1000 and 2015 daily. Deteriorating conditions will be escalated employing the procedures defined in this agreement. The following parameters have been identified as primary drivers impacting fluid operations across the various segments of the terminal.

**Key Yards:** Inventory (Scorecard data)  
Dwell (Scorecard data)  
Trains holding for departure (Data from Command Centers)

**Corridors:** Number of trains inbound (Scorecard data)  
Velocity (Scorecard data)

Specific parameters for each Key Yard and Corridor are delineated on the Action Items Matrix contained in Appendix II.

Tier II automatic OPCON changes will be predicated upon forecast weather conditions as defined by the National Weather Service, or multiple Tier I components experiencing deteriorated OPCON status simultaneously as defined below.

Plan Owners retain the ability to override automatic changes under all categories employing procedures outlined in Section 5 of this agreement.

#### **Meteorological Conditions (obtained from National Weather Service)**

Meteorological conditions within the Chicago Terminal have been, and will continue to be, a crucial factor impacting rail operations. Extreme temperatures, high wind, heavy precipitation (snow, ice, rain, etc.) are the most prevalent, although not all inclusive, list of conditions that have historically impacted operations within the Chicago Terminal. Other phenomena may require consideration as conditions evolve and will be monitored and acted upon as needed.

### *Operating Conditions*

- Line interruptions (derailment, broken rail, closures, etc.)
- Signal/communication problems/system malfunction and/or degradation
- Planned interruptions (track maintenance, construction, rail/tie/ballast gangs etc.)
- Electrical outages
- Security related events

### *Network Health*

- Hump/production issues
  - Trains/transfers staged for intermediate or direct delivery
  - Resource availability (locomotives, manpower etc.)
  - Departure performance – BRC, IHB
  - Forecasted enroute (Business Exchange/Railinc)
  - Yard Dwell
  - Cross-town transit
  - Other Emergency Situations impacting rail operations
-

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# Appendix I

## Contact List

### AMTRAK

#### **AMTRAK: GREG GODFREY**

Office: (312) 655-2230

Cell: (302) 353-7501

Email: [godfreg@amtrak.com](mailto:godfreg@amtrak.com)

Amtrak Consolidated National Operations Center (CNOC)  
(800) 424-0217 (24-hours)

### BNSF RAILWAY

#### *Plan Owner*

Jason Jenkins, General Manager, Chicago

Office: (773) 579-5100

Cell: (817) 851-8089

#### *Service Design*

Jon Helm, Director Service Design & Performance

Office: (817) 867-5232

Cell: (630) 740-0321

Greg Wurtele, Senior Manager, Service Design & Performance

Office: (817) 867-5029

Cell: (817) 507-7831

#### *Contacts*

Chicago Command Center

Phone: (773) 579-5362

Phone: (773) 579-5363

Fax: (773) 579-5369

Email: [oprldchgocommand@bnsf.com](mailto:oprldchgocommand@bnsf.com)

General Director Transportation

Donnie Stilwell

Office: (773) 579-5100

BB: (713) 416-7926

Fax: (708) 579-5369

Email: [leslie.stilwell@bnsf.com](mailto:leslie.stilwell@bnsf.com)

BNSF CTCO: Philip Schulz

Office: (312) 542-8324

Cell: (817) 727-0529

Email: [philip.schulz@bnsf.com](mailto:philip.schulz@bnsf.com)

**CN**

*Plan Owner*

Tracy Miller, General Manager – Chicago Division

Office: (708) 332-6271

Cell: (708) 321-0347

*Service Design*

Ann MacGillivray

Office: (708) 643-7542

*Contacts*

Homewood Operations Center

Phone: (708) 332-3525/4729 (24-hours)

Homewood Coordinator

Phone: (708) 332-3722 (24-hours)

General Superintendent – Chicago Division

Mark Hightower

Office: (708) 332-3960

Cell: (815) 600-1314

CN CTCO: Erik Wright

Office: (312) 542-8351

Cell: (312) 257-6810

Email: erik.wright@cn.ca

**CANADIAN PACIFIC RAILWAY**

*Plan Owner*

David Carroll – General Manager

Office: (630) 860-4156

Cell: (563) 343-9008

Manager, Operations Center (Minneapolis)

(612) 851-5725

*Service Design*

Cam Baird (403) 319-6884

Brian Nelson (403) 847-8376

*Contacts*

CP Command Center

Phone: (630) 860-4446

Fax: (630) 860-4457

Assistant Superintendent

Trenton Anderson

Cell: (224) 500-2680

Email: trenton\_anderson@cpr.ca

Assistant Superintendent

Brandon Whitley

Cell: (224) 500-2995

Email: brandon\_whitley@cpr.ca

Superintendent

Wally Sieruga

Phone: (630) 860-4270

Cell: (612) 910-9479

Fax: (630) 860-4270

Email: wally\_sieruga@cpr.ca

## **INDIANA HARBOR BELT RAILROAD**

### *Plan Owner*

Dan Kelley, Asst. General Superintendent  
Office: (219) 989-4821  
Cell: (708) 650-7775  
Email: dan.kelley@ihbrr.com

### *Service Design*

Carl Barneyback, Director, Intermediate Marketing  
Office: (219) 989-6737  
Email: carl.barneyback@ihbrr.com

### *Contacts*

Operations Center:  
Phone: (708) 832-2082/2130 (24-hours)  
Cell:  
Fax: (708) 832-2133  
Email: dispatch@ihbrr.com

### *Manager of Operations*

Rich Katterman  
Phone: (708) 832-2082/2130 (24-hours)  
Cell: (219) 688-6543  
Fax: (708) 832-2133  
Email: rich.katterman@ihbrr.com

### *General Superintendent – Joe Spano*

Office: (219) 989-4801  
Cell: (708) 334-9600  
Fax: (219) 989-4707  
Email: joe.spano@ihbrr.com

### *IHB CTCO – Phil Oresik*

Office: (312) 542-8355  
Cell: (219) 743-2031  
Email: phil.oresik@ihbrr.com

## **METRA**

### *Plan Owner*

Pete Zwolfer, Deputy Executive Director - Operations  
Office: (312) 322-8921  
Cell: (312) 907-4241

### *Contacts*

Metra Dispatching Center  
Phone: (312) 322-4100 (24-Hour Emergency Hotline)  
Fax: (312) 322-2850

### *Metra CTCO – Dave Rodriguez*

Office: (312) 322-2822  
Fax: (312) 322-2848  
Cell: (312) 907-4010  
Email: drodriguez@metrarr.com

## **UNION PACIFIC RAILROAD**

### *Plan Owner*

Neil D. Scott, General Superintendent – Chicago  
Office: (708) 649-5110  
Cell: (801) 520-0490

(708) 649-5598 (EMERGENCY)

Harriman Dispatch Center, Superintendent Northern Region  
(402) 636-7260 (24-hours)

### *Service Design*

Dave Hendrixson  
Office: (402) 544-4226  
Cell: (402) 618-0738 Cell

Bob Allan  
Office: (402) 544-7195  
Cell: (402) 510-1687

### *Contacts*

Operations Desk  
Phone: (708) 649-5593/8 (24-hours)  
Fax: (708) 649-5425

Director Train Management – Andrey Drozdov  
Office: (708) 649-5113  
Cell: (630) 747-5959  
Fax: (402) 501-2912  
Email: aadroz dov@up.com

General Superintendent – Neil D. Scott  
Office: (708) 649-5110  
Cell: (801) 520-0490  
Fax: (708) 649-5422  
Email: ndscott@up.com

UP CTCO – Dave Grewe  
Office: (312) 542-8358  
Cell: (312) 907-6520  
Email: drgrewe@up.com

**From:** John Jacob [mailto:jjacob@hesterdecorating.com]  
**Sent:** Thursday, February 25, 2016 5:37 PM  
**To:** Bill Cunningham - Illinois (bill@billcunningham.com); Matt O'Shea (mattoshea@the19thward.com)  
**Cc:** Joan Knight  
**Subject:** CSX - Eldson Line Issues

To:  
Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington DC, 20423-001

Ms. Brown,

I am a homeowner who lives along the Eldson line at 10318 S. Sacramento Ave. in Chicago. My house is 100 feet from the Eldson line tracks. We have been experiencing many quality of life, health and dangerous issues since CSX took control of the Eldson line. Many of the issues are the trains parking with their engines running directly across from our home, blocked crossings due to gate failure and blocked crossings due to trains stopped at the crossing. We started out calling the hotline that is on the sign at the crossing to report the issues. This went on for months. After meeting with CSX representatives, we started emailing as they told us to do. His name is Tom Livingston. We report them when we are at home and aware of the issue. Many of these issues were at night to where we were awoken by loud train noises and smells from the trains. Here is a list of the dates we have emailed to the CSX representative and also to the CSX hotline, tellCSX@CSX.com, to report the issues. This list does not include the many times we called prior to sending the emails, times we have not emailed or times when we were not at home to witness the issue.

When there are just parked trains as per this list, the gates would go down and would take a long time for the train to actually park which lead to cars going around the gates on a regular bases. When the trains park, a majority park for over 1 or more hours. People in the area know the problem and take it upon themselves to go around the gates because they know it is going to be a parked train.

We have witnessed a few very dangerous incidents. I have seen a car go around downed gates as the train was parked and another train coming from the opposite direction almost hit the vehicle. My wife has witnessed kids climbing under the rail cars to cross the parked train. People holding the gates up so that vehicles can cross because the train is parked and the gates are down because the train is parked to close to the crossing. This includes police cars, public buses and school buses. There have been times when people tie up the gates so cars can get through.

I have attached a zip file of some picture and videos I have taken.

- 8/12/14 – train was parked 3 ½ hours
- 8/15/14 – parked train
- 8/14/14 – parked train
- 8/17/14 – Gates down and blocking the crossing for a long period of time, people holding the gates up do cars can pass
- 8/18/14 – Gates down blocking the crossing – couldn't get across myself
- 9/5/14 – Gates down and blocking the crossing for a long period of time, people holding the gates up do cars can pass
- 9/12/14 – parked train over 1 hour
- 9/14/14 – parked train 2 hours
- 9/25/14 – parked train 30 min at midnight

- 9/28/14 – Parked train from 11:50 pm to 12:30 am
- 9/30/14 – Parked train
- 10/11/14 – Parked train 8 am to 12am – 16 hours
- 10/13/14 – parked for 5 hours
- 11/15/14 – 2 separate times the trains parked for several hours
- 11/30/14 – Parked train blocked 111<sup>th</sup> Street for over 1 hour
- 12/7/14 – Parked train at 1:50 am
- 1/13/15 – Parked train blocked 103<sup>rd</sup> street and 111<sup>th</sup> Street for more than 1 hour
- 1/30/15 – parked train 11 pm
- 2/5/15 – parked train 10:45 pm
- 2/21/15 – parked train 11:30 pm
- 2/22/15 – Parked train 10:30 pm
- 2/23/15 – Parked Train
- 2/24/15 – parked train 11:30pm
- 2/25/15 – parked train 11 pm
- 3/7/15 – gates were down, no train
- 3/10/15 – train parked, waiting to get into the yard
- 3/11/15 – parked train, 9:50 pm for over 1 hour
- 3/27/15 – Train parked, waiting to get into the Markham yard
- 3/29/15 – train parked 11:40 pm
- 3/30/15 – train parked 10:40 am
- 4/7/15 – 10:45 pm train parked over 2 hours
- 4/11/15 – 8:30 am train parked
- 4/15/15 – parked train
- 4/18/15 – parked train 8:20 am
- 4/24/15 – Parked train
- 5/6/15 – 10 pm train parked 45 min
- 5/9/15 – train parked
- 5/10/15 – 1:40 am told us it was being staged for a while
- 5/11/15 – 2:35 am train parked
- 5/13/15 – 2:30 pm parked for 3 hours
- 5/30/16 - train parked from 2 pm for over 1 hour
- 5/31/15 – 12:35 pm parked for 45 min
- 6/2/15 – 12:35 am parked train
- 6/5/15 – 11:30am parked train
- 6/5/15 – 10:15pm parked train
- 6/7/15 – 1:30 am parked train
- 6/8/15 – parked train
- 6/13/15 – 2 pm r parked train
- 6/16/15 – Parked trains – 1 at 8:48 am and 1 at 10:15 pm
- 6/17/15 – parked train 11:35 pm
- 6/18/15 – parked train
- 6/23/15 – parked train over 1 hour
- 6/24/15 – parked train
- 6/27/15 – parked train blocked 103<sup>rd</sup> Street and 111<sup>th</sup> Street for 3 hours
- 6/28/15 – parked train
- 6/30/15 – parked train
- 7/4/15 – ruined our 4<sup>th</sup> of July
- 7/8/15 – Parked train and blocked crossings for 3 hours
- 7/10/15 – parked train 10:45 am and one at 9:30 pm
- 7/14/15 – parked train 12:37 am
- 7/17/15 – parked train at 1:30 am – excessive blowing the horns when ready to move
- 7/31/15 – parked train 11:40 pm
- 8/2/15 – Parked train at 11 pm
- 8/3/15 - parked train at 11 pm

- 8/4/15 – parked train at 11 pm
- 8/7/15 – parked train at 11 pm
- 8/10/15 – parked train
- 8/15/15 – parked train
- 8/16/15 – parked train at 8:42 and blocked crossings
- 8/18/15 – parked train 9 pm
- 8/19/15 – parked train 9 pm
- 8/20/15 – parked train 11:20 pm
- 8/21/15 – parked train 8:20 pm over 1 ¼ hours
- 8/26/15 – parked train 9 pm over 1 ¼ hours
- 8/27/15 – parked train
- 8/28/15 – parked train
- 8/31/15 – Parked train blocking 103<sup>rd</sup> for over 2 hours
- 9/2/15 – parked train 4:30
- 9/5/15- 2 parked trains 12 pm
- 9/7/15 – Parked train – 8pm – 2 hours
- 9/10/15 – parked train
- 9/16/15 – parked train
- 9/21/15 – parked train
- 9/20/15 – 3 separate incidents. One parked for 4 hours and One incident train blocked 111<sup>th</sup> Street for over 1 hour
- 9/21/15 – parked train over 4 hours,
- 9/24/15 – train parked
- 9/25/15 – 4 pm train parked for 3 hours
- 9/27/15 – parked train 8 am
- 9/29/15 – parked train and had an emergency vehicle not able to cross (picture attached)
- 9/30/15 – parked for only 15 min
- 10/1/15 – parked train
- 10/3/15 – parked train
- 10/5/15 – parked train 2:25 pm for over 1 ¼ hours
- 10/6/15 – parked train 4 pm
- 10/9/15 – Parked train blocked 103<sup>rd</sup> Street during rush hour, could not get my child to class on time. Other kids climbed between the cars to get through.
- 10/9/15 – Parked train 2<sup>nd</sup> incident later that day
- 10/10/15 – parked train 10:55 pm
- 10/13/15 – parked train 4:35 pm
- 10/14/15 – parked train 12:15pm
- 10/17/15 – 8:55 am gates were down no train fir 2 hours at crossings 95<sup>th</sup>/Kedzie & 91/Homan
- 10/25/15 – parked train 1:20pm 2 hours
- 10/26/15 – parked train
- 11/9/15 – train parked 2 separate times
- 11/11/15 – parked train 11:47 am
- 11/14/15 – parked train
- 11/16/15 – parked train 11:40 pm
- 11/18/15 – parked train 10:45 pm
- 11/29/15 – parked train 1:55 am 30 min
- 12/7/15 – parked train 11:10 pm
- 12/8/15 – parked train 10:15 pm
- 12/30/15 – parked train 10 pm
- 1/1/16 – parked train
- 1/23/16 – parked train over 1 hour
- 1/26/16 – parked train 10:55 pm
- 1/28/16 – parked train 10:48 pm
- 2/4/16 – parked train
- 2/10/16 – parked train
- 2/13/16 – Parked train

- 2/16/16 – parked train 7:48 am

Thank you for looking into this matter and hopefully you can resolve the problems we have been having with CSX at the Eldson line.

Regards,  
John Jacob  
10318 S. Sacramento Ave.  
Chicago, IL 60655  
Cell 847-712-7101

Regards,

John Jacob  
*Commercial Sales Manager*  
Hester Painting & Decorating  
7340 N. Monticello, Skokie IL 60076  
Office 847.677.5130 / Cell 847.712.7101  
[www.hesterdecorating.com](http://www.hesterdecorating.com)



No virus found in this message.

Checked by AVG - [www.avg.com](http://www.avg.com)

Version: 2016.0.7442 / Virus Database: 4537/11698 - Release Date: 02/26/16

[BULK] TRAIN COMPLAINTS

Thu 2/18/2016 6:21 PM

From: Lois and Merle  
To: "CSX@the19thward.com"  
Cc: Lois and Merle



9820 S. Hamilton Ave.  
Chicago, IL 60643  
February 17, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E. St. NW  
Washington, DC 20423-0001

Re: STB Docket #FD35522, CSX Elsdon Line

Dear Ms. Brown:

Our Alderman is collecting residents' complaints about blockages of major road arteries by CSX trains in SW Chicago and adjoining Evergreen Park, IL.

All of our errands for shopping, medical appointments, trips to airports, etc take us west on either 99<sup>th</sup> or 95<sup>th</sup> streets, forcing us to cross two different CSX lines. We have had so many delays at the two crossings, I've stopped counting. I do routinely turn my ignition off to save gas, and time the delays, a few of which have made us late for medical appointments. Most delays are approximately 10 minutes. A couple weeks ago, after I waited for one train to cross 95<sup>th</sup> street, I turned on my ignition to carry on and ANOTHER train, headed in the opposite direction came by for an additional delay!

The gates in Evergreen Park, IL near 94<sup>th</sup> and Kedzie and also 95<sup>th</sup> between Albany and Troy, often malfunction, blocking traffic even without a train present. The worst delay I had was on southbound Kedzie, north of the crossing at 94<sup>th</sup>. I was delayed one HOUR and was most distressed because I needed to reach my housebound elderly mother to cook dinner for her. It was rush hour and automobiles were packed so tightly, there was no way to turn around and try another route.

Another time we were delayed 25 minutes while in a taxi from Midway airport to home, WITH THE METER RUNNING! It cost us at least an extra \$25.00, but at least it didn't cost us our lives, like it could have, had we been in an ambulance headed to either Little Company of Mary

or Advocate Christ hospitals, both on 95<sup>th</sup> Street. Had we been headed TO the airport, we might have missed our flight.

PLEASE DO SOMETHING. At a minimum, the crossings on 95<sup>th</sup> Streets and Kedzie should be placed either above or below grade so emergency vehicles headed to the local hospitals are not unnecessarily delayed!

Thanks for listening.

Sincerely,

Lois Jacob &  
Merle Galbraith

## STB Docket # FD35522 - Train issue CSX Elsdon line

Mon 3/7/2016 4:24 PM

From: Terra Jacobson

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Ms. Brown,

I have had multiple occurrences when I was prevented from getting to work or an event in a timely manner in the past 2 years regarding the CSX Elsdon line at 3000 West/Sacramento Ave. Often trains are completely stopped in this intersection which requires me to re-route more than 10 blocks in either direction to get to my home at 109th and Albany Ave. This has happened more than 12 times to my husband and I. With the intersection being blocked more than 4 hours at one point.

I have also had issues with the loud noises and shaking that occurs in my home from these trains, which seem to be overloaded as I live more than 2 blocks from the train. My walls shake and I have been woken in the middle of the night thinking there was an earthquake. This occurs almost every month in my home.

Please assist us with correcting this problem for families in our neighborhood. This has been an ongoing problem that our alderman has been working on but we have not been able to correct locally.

Thank you for your time,

Terra Jacobson  
10939 S. Albany Ave.  
Chicago, IL 60655

Docket # FD35522

Wed 2/17/2016 7:59 PM

From: Eileen

To: CSX@the19thward.com



To: Ms. Cynthia Brown  
Surface Transportation Board  
395 E. Street SW  
Washington, DC 20423-0011

STB Docket number FD35522

I have been affected by these train tracks being down on numerous occasions. The most memorable one was my wedding day. We were on our way to the reception and were stopped by gates being down with the train not blocking the tracks but train was stopped in sight, for over 45 minutes. This made us late to our wedding reception and if you know anything about how much a wedding cost that cost us a lot of money, time and memories by missing our first hour of our wedding reception. We will never get that day or time back. That was on October 10th, 2015 at approximately 5:30 pm. Another time that come to mind was my birthday on January 23rd 2016 those tracks were down for at least 2 hours that I know of because it affected people getting to my birthday dinner and it affected me trying to get home from my birthday dinner. I work for the Chicago Fire Department and I worked at the firehouse in Mount Greenwood on July 7, 2013 on the ambulance and we were affected by this stopped train the entire night long. Overtime we tried responding to a call we would be stuck by a non moving train. It took us at least 25 minutes to get to an emergency because of this stopped train. That is unacceptable. I live in mount greenwood but have family including my parents that live on the other side of the tracks in Beverly and I would be devastated if something happened to them including DEATH because the closest ambulance to their house can not make it to them because of a stopped train.

Sincerely,  
Eileen Kane  
10603 S. Christians Ave.  
Chicago, IL 60655  
773-551-2766

## Stopped Trains

Mon 3/7/2016 3:33 PM

From: Carol Kenny

To: CSX@the19thward.com



On at least 6 occasions within the last year, I have had to go at least 1 1/2 miles south just to get from Kedzie to Fairfield. This is due to stopped trains. I also take my dog to the vet and groomer on 127 th about 1 block west of the tracks. I have been stuck in traffic because of long or stopped trains and unable to get to the vets/groomers on time. Unfortunately, they are used to this and have to adjust their schedules. Once I had to park across the street and walk the dog almost a block because the train never moved.

Carol Kenny

Sent from my iPhone

STB Docket Number FD35522

Thu 2/18/2016 12:58 PM

**From:** kevin carla kirkland

**To:** "CSX@the19thward.com"



I am an Evergreen Park 30+ year resident and in the last month alone I have been detained 3 times for over 15 minutes by your Elsdon line trains that run through EP.

Of those 3 times—I was late to a meeting once and late for work another time. In my opinion, it truly doesn't matter what impact these stalled trains have on my obligations because it is just WRONG. I always fear that first responders will be delayed as well

Carla Kirkland 9316 S Utica Ave  
Evergreen Park, IL

CMX Letter due 7/29

Fri 2/26/2016 3:35 PM

From: "Joan Knight"

To: CSX@the19thward.com



Bill,

I am not sure if you want to write an actual letter or just keep it simple and send the log with a basic sentence or two. It isn't due until Monday so I can send then.

Attached you will find a log of emails that were send to our office during from Feb last year to Feb 16<sup>th</sup> of this year listing the complaints that were taken in by my office.

Joan Knight

Legislative Assistant

Senator Bill Cunningham

10400 S. Western Ave.

Chicago, IL

773-445-8128

773-672-5143 - fax

**Attachments:**

- Copy of CSX EMail Log as of 08-28-15preadsheet.xlsx

Date	Time	Notes
2/5/2015		daily occurrence
5/13/2015		2:30 2 hours parked
2/19/2015		10:00 PM 2 hours parked
2/20/2015		10:00 PM 2 hours parked
2/24/2015		11:30 PM parked
2/25/2015		10:59 PM said 5 out of 7 days it has been parked from 10-11 pm
02/29/2015	6:10 AM and 11:35 AM	'AM was northbound
3/6/2015		11:14 PM
3/7/2015		6:10 AM
3/10/2015		10:04 AM Dispatch said they are waiting to get into yard
3/11/2015		9:52 PM
3/13/2015	7:39: AM and 7:39PM	southbound and northbound
3/27/2015		suothbond for 55 minute
3/29/2015		11:39 PM
3/30/2015		10:21 AM 1/2 hour maybe more
4/7/2015		10:45 PM very load
4/11/2015		8:28 Norther Park?
#####	1:30 ??	Norther Park?
4/18/2015		8:20 AM patroleum tanker for 45 minutes
5/6/2015		10:00 PM parked for 45 minutes
5/10/2015	1:39AM and 12:30 PM	BRC told them it was being staged. Told northbound can't get I
5/11/2015		2:35 AM said three nights in a row
5/13/2215		11:02 PM both southbound and northbound
5/16/2015		7:15 Loud blowing of horn-southbound
5/30/2015	!@:00 PM	parked southbound - departed 1:01
5/31/2015		12:35 PM parked for 45 minutes
6/2/2015		12:35 AM parked
6/5/2015		11:27 AM northbound
6/5/2015		10:15 PM southbound
6/7/2015		1:30 AM parked
6/13/2015	2:07PM	parked
6/16/2015	8:48 AM and 10:12 PM	parked
6/17/2015		11:35 PM parked
6/23/2015		over an hour
6/27/2015	crossing blocked	over 30 minutes
7/8/2015	103rd street blocked for 3 hours	
7/10/2015	10:46 AM and 9:30PM	northbound and southbound which was over 80 minutes
7/14/2015		12:37 AM southbound over 30 minutes
7/17/2015	1:31 AM and :22 AM	southbound (laying on the horn and northbound
7/31/2015		11:39 PM northbound and southbound
8/4/2015		11:30 PM 3 nights in a row and loud
8/7/2015		11:00
8/10/2015		9:58 southbound(eastbound) stopped
8/16/2015		8:42 blocked
8/18/2015		9:20 PM southbound (40 minutes)

8/19/2015	9:01 PM parked
8/20/2015	11:12 AM southbound-eastbound
8/20/2015 8:20 - 10 PM	westbound
8/21/2015 8:20 - 10pm	westbound
8/26/2015 8:56- 10:40 AM	southbound
8/31/2015 9:34- 11:24	southbound(eastbound) stopped emergency # said they were having difficulty getting in contact
9/2/2015	4:30 idling
9/5/2015	12:07 PM 2 idling trains
9/7/2015 7:40- 9:41PM	parked southbound(eastbound)

emails in reference to stops and blockings

9/21/2015 4:15- 8:45	northbound-westboundseveral emails, teenagers, security gua
9/22/2015	1:29 AM
9/25/2015 4:00 - 6:48 PM	
9/25/2015	Livingstone said they have moved the problem train
27-Sep 8:00 AM parked	
9/29/2015 9:55 PM parked	
9/30/2015	4:28 PM parked for 15 minutes
10/3/2015	7:12 PM
10/5/2015	2:46 PM parked for quite awhile, received other calls reporting as long as
10/6/2015 4:00PM	parked
10/5/2015	10:05 PM parked
10/9/2015 7:39AM parked	
10/9/2015	12:55 PM parked
10-Oct 10:54PM parked	parked
10/10/2015	11:07 PM parked
10/13/2015	4:35
10/14/2015	12:15 15 minutes
10/17/2015 8:55am	2 hours gates were down 95th & Kedzie and 91st & Homan
10/25/2015	1:30 2hours stopped emails from both Wagner and Jacobs. Livingston did respond
10/26/2015	parked again
11/9/2015	4:50 AM blew horn for 2 minutes
	10:14 AM parked for 5 minutes then another one pulled up Livingston responded breaking the train due to a brake warning
11/10/215	9:30 AM blocked
11/11/2015	11:47 AM parked
11/14/2015	northbound- parked
11/16/2015	Livingston responded that it was a mechanical issue
11/16/2015	11:40 PM parked nothbound
11/18/2015	10:45 PM parked at 283-153
11/23/2015	Livingston states summary will be sent

11/29/2015	1:54 AM parked for 1/2 hour
12/7/2015	11:10 PM northbound- parked
12/8/2015	10:14 PM parked 103rd- reported by both Wagner and Jacobs
12/30/2015 9:57pm	northbound- parked
1/23/2015 5:36pm	parked
6.35pm	reported that it has been over an hour
	7:03 PM reported another 1/2 hour hass passed
	9:11 PM 103rd now, 111th earlier
1/24/2016 8:50am	Livingston reported it as mechanical
1/26/2016	10:54 PM parked
1/27/206	Jacobs asking for update on why this keeps happening
1/28/2016	10:48 PM parked and loud
2/13/2016	10:47 PM northbound parked
2/16/2016 7:48am	crossing 283-153J - parked for 25 minutes

## Stopped trains

Tue 3/8/2016 7:10 PM

From: Mary Kopale

To: "CSX@the19thward.com"



To whom it may concern,

I have been stopped and delayed for significant periods of time by stopped trains at the CSX tracks at Sacramento. I do not have specific dates, unfortunately, but here is a sampling of my experiences:

- I drive a carpool of 8th grade boys to an early morning Math class at Brother Rice High School. On at least one occasion, we were significantly delayed waiting for a stopped train at 99th Street. We considered trying to go to 87th Street or 79th Street to get around, but decided against it. We waited about 10 minutes and the train finally started to chug along. The boys were late for class. I was late getting back home and therefore got my other son to school late and I was late for work myself.
- I have been stopped more than once on my way to work and have therefore been late.
- I have been late to doctor/dentist appointments because of stopped trains.
- One of the worst effects of the stopped trains is that children who walk to school are stuck standing and waiting, and waiting, and waiting to get to school. This is inexcusable on the part of the railroad.
- I live off of 103rd Street. We can always tell when a train has been stopped, because we see the backed up traffic, and we have increased (speeding) traffic down our street as cars search for an alternate route. When the train finally moves, the traffic makes it's way along 103rd Street, mostly slowly, but there is often a car or a few that are so frustrated from waiting for the train that they go through red lights, tailgate and/or speed, making driving dangerous for other drivers. Their reckless driving is especially dangerous for pedestrians.
- I have been stopped and forced to go all the way to 127th Street to bypass the stopped train. When we teach our children to drive, we always teach them the routes to go around stopped trains. It's ridiculous.

I wish I had kept a log of all of the times I have been stopped by trains on CSX tracks, and the repercussions. Maybe there should be a number we could text immediately to track these situations in the future.

Thank you for your efforts to make our community a more enjoyable - and safer - place to live.

Sincerely,

Mary Kopale

773-239-6073

Fwd: CSX train delays

Mon 2/22/2016 3:46 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: <lorchad@comcast.net>

Date: Thu, Feb 18, 2016 at 4:45 PM

Subject: CSX train delays

To: kburke@kellyburkerop36.org

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Re: STB Docket Number FD35522

Ms. Brown:

The quality of my life and my family's is impacted **daily** by CSX train delays. My commute to work seems to be inextricably linked to the timing of these trains causing unnecessary stress and delays. My sons arrive late to their high school classes at least once a month due to train delays. I work at a level 1 trauma hospital and seeing ambulances idling at the crossing gates is unconscionable! The arrogance of this company to knowingly pose threats to safety and delay of emergency care is galling and smacks of negligence. Monetary fines do not change behaviors; if this was the case I would not be writing to you today.

Thank you in advance for your action.

Sincerely,

*Loreta Krutulis*

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—  
Kelly Burke  
State Representative - 36th District  
5144 West 95th Street  
Oak Lawn, IL 60453  
(708) 425-0571  
[kburke@kellyburkeon36.org](mailto:kburke@kellyburkeon36.org)

STB Docket # FD35522

Wed 3/9/2016 4:01 PM

**From:** Carl Landahl

**To:** CSX@the19thward.com



---

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Ms. Brown,

I am a resident of the Morgan Park community in the 19th Ward of Chicago.

I am writing about the crossing at 119th Street at CSX's Elsdon Line (3000 West/Sacramento Ave.).

I traverse this crossing typically twice a day. Particularly late in the evenings, say between about 9 or so to about midnight as I return from work, the crossing is blocked, gates down.

About every week or so, I encounter the gates down often for over about 15 minutes or so as the train has come slowly and then reduces speed and comes to a stop, sometimes reversing and then going forward again. On occasion, a second train passes the crossing to add to the time.

This delay is not pleasant to endure and results in my being home late or on some days, being late for work.

On more than one occasion during the day I have gotten late for a medical appointment.

Further, since there is another rail crossing west of the crossing referred to above, there are occasions when I have been trapped between the two lines when both crossing had gates down. This would be unfortunately tragic should an emergency vehicle be so trapped. Please note that on 119th street there are no side street options available between the two rail lines.

Regards,

Carl Landahl

STB Docket # FD35522

Mon 3/7/2016 3:43 PM

From: Laura

To: CSX@the19thward.com



Ms. Cynthia Broan  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

I have been stopped on several occasions on my way home from the Metra train in the evenings. I have missed doctor appointments, family dinners and getting home extremely late due to being stuck by the freight trains that cross at 115th & Sacramento. They stop. For anywhere from 15 minutes upwards of at least an hour. The unfortunately part of this is there isn't a way out.

CSX letter

Wed 2/17/2016 9:29 PM @

**From:** herb lentz

**To:** CSX@the19thward.com



Alderman O'Shea

Thank you very much for the opportunity to submit this letter. I love everything about Beverly, but have come to despise trains.

Take care.

Herb Lentz

**Attachments:**

- CSX letter.pdf

Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

RE: STB docket number FD35522

Dear Ms. Brown

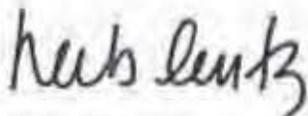
I write to you with complaints in regard to CSX Elsdon's Line, which impacts people in the Beverly neighborhood of Chicago, Evergreen Park, and Oak Lawn Illinois.

I moved to the Beverly neighborhood of Chicago in the summer of 2014 with my husband and infant son. We love our neighborhood in every possible way. The exception is that I now routinely say "I HATE trains!"

We cross the railroad tracks the CSX Elsdon's Line occupies at least twice a day during standard heavy commuter times. We drop our son off in Oak Lawn for daycare. At least once every other week, including twice this month, we are stopped between 6:45-7:00 AM or between 5:30-6:00 PM trying to drop our son off or pick him up. While the delays are sometimes short, between 5-10 minutes, on multiple occasions the delays have been 20-30 minutes or longer. As two working parents who commute a long way, minutes matter. We have both been delayed with arrival at work, impacting schedules and important projects. We've also been delayed in drop off and pickup of our son. With delays in pickup, we've 3 different times had to pay for being delayed past 6:00 PM.

Most impactful is just the stress on our every-day lives. It is stressful not being able to plan our day for fear of not knowing if we're going to be stuck at these train tracks. Many an evening coming home has been spoiled with an irritated 1.5 year old yelling that he wants to go home, with us only able to say "We're going to go soon... we just have to wait for the choo-choo." And, god-forbid one of us, our son especially, has a serious health concern that requires transport to Christ Advocate Hospital in Oak Lawn, the primary trauma center in our area.

Thank you for the opportunity to submit our concerns. I have complained directly to CSX to no avail. I hope the concerns of the citizens of these great neighborhoods will be heard and considered in your findings.



Herb Lentz  
9541 S. Leavitt  
Chicago, IL 60643  
773-329-5300  
herb.lentz@gmail.com

trains

Page 1 of 1

trains

Thu 2/18/2016 2:35 PM

From: lynchlck@aol.com LOCK

To: CSX@the19thward.com



---

hello my name is mr lock all the trains that run in evergreen pk are needed i know that but the worst one is just off 95th and kedzie they can stop traffic for a half hour some times in all directions hurts bussinesses and areas all around even the hospitals they need to be storteded in times ty

STB docket number FD35522

Thu 2/18/2016 1:54 AM

From: Pamela Love

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW

Washington, DC 20423-0001

I have been stopped six times in the past two weeks. This is a specific example, the trains ran very slow in either direction.

There have also been times when one train passes, and the gates remain down because another train is now coming from the opposite direction, causing added delay.

I have been late to doctor appointments, and meetings due to either train stoppage or very slow moving trains. I also would like you to take in consideration how much gas is wasted due to idling cars waiting for these slow trains to pass.

About three weeks ago, I was traveling west on 115th street. The train, traveling south, was completely stopped. It blocked all east/west streets from 115th street back north. (i.e. 111th, 107th, 103rd, etc.). I was not able to cross the tracks eastbound until I got to 99th street. This incident (and it is no means the only time, just the most recent) causes drivers to waste considerable additional gas and time going out of the way to get home or wherever a driver is going.

It is my desire for you to assist the residents of this community regarding this issue with the CSX train tracks.

Pamela Love  
19th Ward Resident  
1520 W 105th Street  
Chicago IL 60643  
cheppam88@hotmail.com

Sent from Pam's iPad

"It always seems impossible until it's done" - Nelson Mandela (July 18, 1918-Forever)

Reference STB Docket # FD35522

Mon 3/7/2016 4:01 PM

From: "Mike Madden"

To: CSX@the19thward.com



March 7, 2016

Ms. Cynthia Brown

Surface Transportation Board

395 E Street, SW

Washington, DC 20423-0001

Dear Ms. Brown:

In reference to the issues with the CSX Railway blocking traffic on the Elsdon line at the 99<sup>th</sup> St & 103<sup>rd</sup> Street Crossing in Evergreen Park and Chicago, I offer the following instances of the headaches and delays caused by excessively long and slow trains:

**On Thursday, January 7<sup>th</sup>, 2016**

Left my home for a dentist appointment at 97<sup>th</sup> & Kedzie, which is less than 3 minutes from my house. A train approached the 99<sup>th</sup> Street crossing and took at least 15-16 minutes before the tracks were clear. This caused me to be late for my dental appointment and forced the dentist to re-schedule the appointment.

**On Wednesday, January 20<sup>th</sup>, 2016**

I had a doctor's appointment with an Orthopedic Surgeon in Palos Heights, IL. Upon leaving my home, there was a train (Southbound) obstructing the 103<sup>rd</sup> Street crossing. The train was extremely long and slow and after a wait of almost 18 minutes, the train

ended but the gates did not go up. After approximately 2 minutes, another train (northbound) enter the crossing and obstructed traffic. At this point, knowing I would be late, I turned around and went back to Western Ave and went south on Western to 131<sup>st</sup> St. where there is a viaduct to allow traffic to go under the Elsdon line. The train made me so late for my appointment (over 30 min), my appointment had to be re-scheduled.

These are two specific instances, however there have been numerous other occasion when I was just running some errands when I had to wait for trains at either 99<sup>th</sup> Street or 103<sup>rd</sup> St blocking the crossing for in excess of 10 minutes. The neighborhood never had a problem when the tracks were used by the Grand Trunk Railway but it has been a nuisance since CSX took over the Elsdon Line.

Regards,

*Mike Madden*

10158 S Talman Ave.

Chicago, IL 60655

(312) 208-2481 Cell

(773) 779-8993 Home

(773) 423-2131 Fax

Attachments:

- image001.gif

STB docket number FD35522

Thu 3/3/2016 1:34 PM

From: Don Matthews

To: "CSX@the19thward.com"



Ms. Cynthia Brown  
Surface Transportation Board  
395 e. Street, SW  
Washington, DC 20423-0001

I am a resident of the 19th ward residing at 10458 s. Sacramento ave. CHGO IL 60655. Regarding the CSX train issue, the residents of Sacramento from 103rd to 111th have been impacted not only by increased traffic and blockages, but by stopped and idling trains.

I have hours of surveillance camera video and cell phone camera video of trains stopping, starting, idling, leaking air, surging compressors and toxic substance placards in front of my home. Currently, a track joint in front of 105th street has a broken bolt and loose spikes from the heavy cars and increased traffic creating a potential safety issue. The track joint moves approximately an inch or two as the wheels pass over it making a loud metallic banging sound.

Considering the high number of hazardous chemical tanker cars on this line, if this loose track causes a derailment, any chemicals carried could actually end up in our basements due to the close proximity.

I've owned this home since 1999, invested a lot of money and time improving the property. until the CSX took over the Elsdon line, we had an average of three or four trains in a 24 hour period. this has increased to over 20 trains a day, including some trains idling or parking for hours.

Some of the placards I witnessed in a day include:

- 1830 - Sulfuric acid
- 3257 - Elevated temp liquid at or above 212 f. Hot Tar
- 1075 - LPG a potential BLEVE hazard
- 3082 - Environmentally hazardous liquid, hazardous waste
- 1993 - Flammable liquid
- 1038 - Ethylene - refrigerated liquid
- Class 171 - Fire or explosive
- 1170 - Ethanol

I will try to attach some pics and video. If not feel free to contact me for more info.

Thanks for your concern,  
Don Matthews 708-752-5888

Re: STB Docket # FD35522

Mon 3/7/2016 4:06 PM

From: Cristin McAuley

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Ms. Brown:

I am a mental health therapist in Evergreen Park and my office is located roughly three blocks from the CSX tracks in question. On more occasions than I can count, both myself and my clients have been late for appointments due to very long or stopped trains that pass through the area. In the last two and a half years, I have had roughly a dozen clients miss appointments entirely due to stopped trains. Also, there have been at least six occasions that I can remember that I would be trying to drive home around 9:30 pm after a 12-hour day and have been stuck at a stopped or very long train for 20+ minutes. I live 35 minutes away from Evergreen Park so this is a very significant and exhausting inconvenience. Also, my 93 year-old grandmother lives in the area and has severe COPD. She has been hospitalized multiple times over the last year at Little Company of Mary Hospital, which is down the street from the tracks. What if her ambulance was stuck in a traffic jam due to the trains? Do we have to wait for someone to die because an ambulance couldn't get to the hospital quickly enough due to these delays before action is taken? Please understand that these trains greatly impact the quality of life to area residents and CSX's complete disrespect for their lives is unacceptable and could even be dangerous due to delayed ambulances or children trying to walk/climb/crawl around stopped trains while walking to school. Please hold them accountable for their wanton disregard of the communities they negatively affect.

Respectfully,

Cristin McAuley

--

Cristin McAuley, LPC  
The Center for Self-Actualization  
3317 W. 95th Street, Ste. 101  
Evergreen Park, IL 60805  
Phone: (708) 250-6532  
Fax: (708) 529-3207  
Email: [cristin@forselfactualization.com](mailto:cristin@forselfactualization.com)  
Website: [www.forselfactualization.com](http://www.forselfactualization.com)

railroad CSX

Tue 3/8/2016 7:00 PM

**From:** Mary pat Mcwalters**To:** "CSX@the19thward.com"

---

It just so wrong for this to happen in a residential neighborhood. It disrupts everyones life. It brings an element of danger to the children who would climb between the cars so they won't be late for school and other activities. Drivers are forced to drive through the sidestreets looking for the for a opening to cross. This causes the side streets to be very crowded. We have other railroads around us and they do not cause any problems . Is the railroad waiting for something to happen before they decide to change. It doesn't seem like really care about the southwest side and their residents.

STB docket number FD35522

Fri 2/19/2016 6:06 AM

From: "audra J. Mika"

To: "CSX@the19thward.com"



This has been frustrating for some time now. My husband and I work different hours, and literally once a week, we are stopped by CSX trains that are at a complete stop. Average wait time has been 30-45 minutes for train to start moving again. This has cost us time and money. Late for work, my husband is paid hourly, and when he is late he is docked that pay. Which has amounted to literally an average of \$ 60 -\$ 100 a month, our income because of CSX, not because of us. So CSX employees get paid, as they sit there stalled on a track, but guess what, my family isn't, we lose pay because of CSX. Awhile back we had called CSX, even contacted their website, with NO reply, response. We have been late for events, and in one case a FAMILY EMERGENCY. Seriously, a big problem, that emergency situations are clearly effected, and CSX has been silent, and obviously has NO CARE for the communities it affects. This is beyond unacceptable, this happens at any time of the day, morning, afternoon, and nighttime. Last week, at around 2am coming home, we sat there for 40 minutes. Now you may ask why sit there? as we have learned there is no point in trying to drive around to other streets to see where the train ends to get thru, as this has cost us time. For the time we would spend driving to other streets to get over the tracks, would take us 30-40 minutes, we have learned you just have to sit and wait.

Thank you,

Audra Mika

cell phone 224-407-0034

## Train STB Docket # FD35522

Tue 3/8/2016 6:40 PM

From: angiewm@aol.com

To: csx@the19thward.com



Cynthia Brown  
Surface Transportation Board  
395 E. StreetSW  
Washington, DC 20423-0001

Dear Ms. Brown,

My name is Angela Miller and I am a resident of Evergreen Park, Illinois. My husband and I purchased our home in 1997 and we live four blocks from the Elsdon railroad line and approximately 3/4 of a mile from a second railroad line that runs due North/South along Rockwell Avenue. We are situated between these two lines and have to cross one or the other to get everywhere we need to be.

We have two children - a sophomore at Evergreen Park Community High School and an eighth grader at Central Middle School. To reach their schools we have to cross the Elsdon Line, which I also have to cross to reach much of my work. We have always understood and accepted the minor inconveniences associated with living in a community with two railroad lines and up until the Elsdon Line was acquired by CSX we never had major problems. In the three years or so since, however, we have had multiple problems with trains either crawling VERY slowly through the crossings or just coming to a complete stop for up to an hour at a time. Three times this has happened (fully stopped train) as I was taking my younger daughter to school. She is a child with autism. She could see her school from where we sat at the intersection of 94th St. and Kedzie Avenue, but we were unable to go forward or back because we were trapped by traffic from behind and by an immobile train in front of us. Her anxiety level went through the roof and even after the train finally cleared she needed to go home and regroup for a while before she could actually function in school. While this may not seem like a big deal to some people, I assure you it pretty much ruined those mornings for her and for me, as I was livid. This is not to mention that the first time this happened I watched children climb across the connections between the train cars because they were worried they would be penalized for being late to school. Based on the way our village is laid out, I estimate that half the students at both those schools have to cross the tracks to reach them, plus many of our elementary students also live across the tracks from their schools. We are a small community and the majority of our students walk to school. Train traffic - fast, slow, or stopped - during the times our students are coming and going from school puts kids at unnecessary risk but at least a fast moving train doesn't force them to decide between being tardy and making dangerous decisions.

There have been at least a dozen other times when I have been stuck for ten or fifteen minutes at a time because of slow trains. While this serves to make me late, I have twice seen ambulances positioned on the other side of the gates facing my lanes of traffic. There are two major hospitals, including the area's only trauma center, that are accessed by 95th Street. I sincerely hope that nobody has had critical care delayed by the inability of CSX to manage their trains properly.

Thank you for your consideration.

Angela Miller  
9219 S. Utica Avenue  
Evergreen Park, IL 60805  
708-975-0326  
angiewm@aol.com

## STB Docket #FD35522

Tue 3/8/2016 11:39 PM

From: Karen Miller

To: csx@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Since October of 2012 I have lived on 112th and Sacramento Ave. My husband and I have three children, ages 1, 3, and 4. I am a stay at home mom, and I am home for the majority of each day with my children.

When we moved to this block, I can remember how infrequent trains came by. We would notice a train once or twice a day. Often times, the trains were fairly short. My oldest daughter, who was 1 at the time, would hear it, and by the time we would get to the window to see the train, it would be over or ending.

In August of 2013, we hosted a party at our home to celebrate the baptism of my second child. I can remember my mom being very concerned about having many people out with trains coming by right across the field. That day we were lucky to have beautiful weather. Everyone was outside the whole day, and not a single train came by all morning as we set up, and all afternoon and evening as we were enjoying the party. My mother told me the next day she was surprised that the trains were not a problem. I told her at this time that my husband and I often discussed how the trains across the street were such a non issue for us. All our concerns about noise, frequency, speed, and disturbance had turned out to be unfounded.

During the winter of 2015, I actually downloaded an app on my phone to track the trains. I wanted to see just how often we had trains come by, and maybe learn the schedule or patterns. I tracked inconsistently, but I was noticing an increase in the presence of trains across from my home. Because I was tracking, I was making a point to pay more attention to the trains running past my home. It was during this spring time period that I became aware of the fact that instead of short infrequent trains passing by, we would see some days 5 trains with many more cars for my children to watch. During this time, I also noticed an increase in the speed of the trains as they passed by my home. The trains at faster speeds are louder, and have stronger vibrations.

During the spring and into summer and especially the fall of 2015, I also began to notice an increase of the frequency of stopped trains on this line. I can specifically remember a day when a train stopped as my children had a picnic lunch in our front room. The train remained stopped there for the entire time my children napped, and into the evening as our neighbor with children my kids ages came home for the girls to play outside. On the day the train stopped for almost the entire afternoon, neighbors and I stood outside wondering what caused a train to be stopped the entire day. We discussed the machinery and engine smells that the trains emitted and how displeasing this was to live with.

We live across the street from tracks, so seeing trains pass by is to be expected. My children are familiar with noises of an engine approaching, and the sound of cars rolling along. This noise does not distract them or our sleep schedules and routines. The increased speed does cause me to have some concerns for our safety. I worry about what damages could happen if a faster speed train derailed (though I realized this is HIGHLY unlikely). I also worry more for the safety of all our children playing as faster trains rush by.

When trains stop across the street from our home, this causes a whole new range of sounds and disturbances. The trains that are stopped often make loud and frequent noises sounding like puffs of air coming from breaks or the starting of train. The sound of the cars slowing to stop and the sound of the cars starting causes loud clangs and bangs. My children have been woken up by the sounds from naps on a few occasions.

The stopped trains also cause significantly more foot and car traffic on my block. We live on a quiet one way street. There are 7 children age 5 and under. As the trains are stopped, backups begin on the main streets that cars look to get around. We have often brought our children inside on beautiful days to play indoors because too many cars are racing down our block to get around traffic. Our street does not have a parkway to separate the street from the sidewalk, so as cars speed down our block to get around, our children who are used to living on a quiet street with very little traffic are no longer safe from the possibility of getting hit by a speeding car.

When we moved into our home three and half years ago, train traffic was almost unnoticed. We didn't consider the train to in any way hinder our lives. Today, I can almost guarantee my children will see a train for at least 5 solid minutes when they are outside. Where I once would not be able to get my daughter to the window to see a train, I now have no problem finding trains they can watch for 5 minutes or more. The stopped trains stop our play outside. I no longer can consider the tracks across from my home, nearly retired tracks. I can no longer count on trains to be something that would not race past a party of people.

As I write this letter, at 11:30pm on Tuesday, March 8th 2016, I am listening to the sounds of a train starting back up that I listed clang to a stop around 11:15pm central time. The sounds of trains stopping and starting is the loudest most disturbing part of living across from tracks. And while trains have always gone by, it was not until CSX took control and got comfortable with their ownership of the line that I was forced to regularly hear these sounds.

I truly hope that the action taken by Evergreen Park, and the 19th ward of Chicago where I live will put an end to the constant clangs and bangs of the stops and starts, and sounds of air and gaskets of the paused trains across from my home. I hope to not spend another summer listening to the gates ring down the block from the crossing a block and half down for hours on end.

Thank you for your help, and for understanding how truly disturbing this usage of the train line is for me as a resident.

Karen Miller

STB Docket # FD35522

Mon 3/7/2016 3:36 PM

From: "Candace"

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Ms. Brown:

I write to formally express repeated and ongoing frustrations with the CSX train line. The gates on this line are often down and no one knows if there is a train coming or is it a malfunction.

Over the past few months, the train on these tracks have been stopped on at least 5 occasions. As a result of these stoppages, my son has been late arriving to his high school; he receives tardy notices and then must serve afterschool penalties.

We have been late for doctor and orthodontist appointments on these occasions.

It is a dangerous situation especially when cars start to traverse the neighborhoods at accelerated speeds trying to find an open crossing.

Signed,  
Candace and Don Mitchell

## STB docket #FD35522

Wed 2/17/2016 5:05 PM

From: Jess Moran

To: CSX@the19thWard.com



Ms Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Ms. Brown,

Let me start out by stating that I grew up one block away from a train yard and tracks, 3 blocks away from Midway airport. Trains never bothered me until recently because I have been inconvenienced by trains stopped on the CSX Eison line. I live in Mt Greenwood so I must drive over those tracks in order to get to the expressway (I57). I purposely try to avoid any businesses or travel anywhere East of my house now because the train situations are so terrible.

On one painful occasion my daughter and I stopped at our favorite bookstore. It took us almost 7 hours to get home that evening and we live less than 10 min away. My 4 year old was crying because she was hungry and had to use the washroom. The train was stopped from 87th to 123rd, maybe further. I was outraged that a train could hold so many hostages for so long. We had to go back to the bookstore so she could use the washroom.

I was stopped on another occasion on my way to a family function. I was an hour late because the train was stopped and I wasn't in the mood to try to drive all around to see if any other gates might be open. So I sat for an hour instead of spending precious quality time with my family. I was embarrassed arriving late as well.

I've lived in the 19th Ward for 11 years now and the situation continues to become more dangerous. Why do these trains stop for so long? Are they not being maintained? Are loads larger than they should be in order to save money? Whatever the reason please understand that it's hurting a great community. I can't even imagine what a nightmare this must be for 1st responders.

I am thankful I don't live closer to these train tracks because having to deal with them anymore more often than I do now would force me to move from an otherwise great neighborhood!

Sincerely,  
Jessica Moran  
19th Ward Resident

Sent from my iPhone

## Citizen Input for CSX

Wed 2/17/2016 4:42 PM

From: "Mass, Suzanne"

To: "CSX@the19thward.com"



Ms. Cynthia Brown

Surface Transportation Board

395 E Street SW

Washington, DC 20423-0001

In reference to STB docket number FD3522 and the ongoing issues arising from the blockage of crossings by CSX in our neighborhood, I appreciate the opportunity to share the impact this issue has had for me personally.

I live west of the tracks, and travel via 103<sup>rd</sup> Street Monday through Friday to connect with a Metra/Rock Island Train. I typically travel through this area eastbound at 7:20 a.m. and westbound at 6:10 p.m.

In the morning, there is a great deal of congestion in the area even under the best of circumstances as community residents are traveling to one of the many schools along 103<sup>rd</sup> Street or to work either by driving to the expressway, or connecting with public transportation via the Metra Line or the CTA El red line – both carrying thousands of people from the south suburbs to the loop each day. On the multiple occasions that the crossing is blocked by a stopped or slow moving train or a gate malfunction at 103<sup>rd</sup> Street, traffic very quickly backs up in both directions. It doesn't take long for the traffic to be backed up for a full two city blocks in both directions. When the crossing is cleared and traffic starts moving again, it takes a great deal of time for the backup to clear and the normal flow of traffic to return. This is partially because 103<sup>rd</sup> Street is only two lanes in each direction – when the train clears and there are cars waiting to turn left into the school parking lot just near the train, that one lane of traffic is blocked until all of the oncoming traffic clears. Additional factors such as stoplights and inclement weather create even more of a hindrance to traffic clearing. With grade school students crossing at St. John Fisher, it creates an unsafe environment, particularly when drivers become frustrated and begin to make u-turns at the crossing and speed down the side streets attempting to head off the train either north or south. I can say that easily once a week I am delayed by a train that that causes me to miss my connection on the commuter train at the Rock Island. I have also observed police vehicles delayed in their response to an emergency because of the blocked crossing.

Thank you for your attention to this matter and for making the safety of our community a priority.

Sincerely,

Suzanne Moss

---

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Fwd: STB docket number FD35522

Mon 2/22/2016 11:18 AM

**From:** Mount Greenwood

**To:** CSX@the19thward.com



Attached is my letter. Thanks!

Mary

—  
Mary Gill  
Executive Director  
Mount Greenwood Community and Business Association  
3400 W. 111th St. #496  
Chicago, IL 60655  
773-881-0622

—  
Mary Gill  
Executive Director  
Mount Greenwood Community and Business Association  
3400 W. 111th St. #496  
Chicago, IL 60655  
773-881-0622

**Attachments:**

- CSX Docket No. FD35522.pdf



3400 W. 111th Street #496  
Chicago, IL 60655  
773-881-0622

**DIRECTORS**

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TBK Promotions

**Director**  
June Eastman  
Chicago Pulse

**Executive Director**  
Mary Gill

February 22, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

**STB Docket No. FD35522**

Dear Ms. Brown:

I am writing to you regarding CSX Railroad and the inconvenience they continually show to residents of our community. The trains have been stopped for a lengthy amount of time resulting in traffic back up and problems for our residents. Our local legislators and leaders have worked with CSX hoping to resolve the impact their train operations on the Elsdon rail line have on our residents. Despite the efforts of our local leaders, nothing has changed.

111<sup>th</sup> Street has been impacted by the stopped trains. The stopped trains and traffic back up have caused residents to be late for work or opening their businesses along the commercial district. Our commercial district is vital to the community and the traffic needs to flow to allow residents to get to their locations on time. Personally, the stalled trains have made me late to pick up my child from school. I have waited as long as 30 minutes for the trains. There have been numerous times that an emergency vehicle is also stopped. It is a concern for our community and business association because we hear complaints from residents and business owners regularly.

I hope that you will help us put an end to the problems CSX have caused our community. Thank you very much for your consideration.

Sincerely,

Mary Gill  
Executive Director, Mount Greenwood Community and Business Association

**TRAIN STOPPING AT 105TH STREET CROSSING**

Mon 3/7/2016 3:52 PM

**From:** Michael Mulcrone

**To:** "CSX@the19thward.com"



My name is Michael Mulcrone.

I live at 2618 West 105th Street, Chicago Illinois 60655. I live about a half block from the CSX gate on 105th Street.

I have had to drive around a stopped or almost stopped train on six separate occasions since the first of the year. Most of the time it was an inconvenience but in retrospect this is a matter of health and safety. If a train is stopped at our gate, it is difficult or almost impossible to get around. This is a problem for fire, paramedics, and police calls and could be matter of life and death--when time is of the essence.

Other related problems to train stoppage include the noise of brakes, pollution from engines and risk to children trying to cross the tracks on their way home from school or when out to play in adjacent park. This is a serious issue in our neighborhood--Please resolve it.

Michael Mulcrone

Mary T Mulcrone

STB Docket Number FD35522

Thu 2/18/2016 11:18 AM

From: "Daniel O'Hara"

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Re: STB Docket Number FD35522

Dear Ms. Brown:

My name is Daniel O'Hara. I am a resident of Evergreen Park, Illinois. I have been stopped on five separate occasions this month as a result of the CSX trains that run through Evergreen Park. All these occasions were during morning and evening rush hours. These problems caused by the CSX trains have made me get home late from work. I often consider not going certain places as I might have to deal with a long train wait. I finally had to deal with a situation last fall when the gates went down at 94<sup>th</sup> and Kedzie and I had to get off the CTA bus and walk almost six blocks to my apartment as a result of these gates going down despite no train.

Daniel O'Hara

STB Docket Number FD35522

Mon 3/7/2016 4:11 PM

From: Diane O'Hara

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Re: STB Docket Number FD35522

Dear Ms. Brown:

My name is Diane O'Hara. I am a resident of Evergreen Park, Illinois. I have been stopped on five separate occasions last month as a result of the CSX trains that run through Evergreen Park. All these occasions were during morning and evening rush hours. These problems caused by the CSX trains have made me get home late from work. I often consider not going certain places as I might have to deal with a long train wait. I finally had to deal with a situation last fall when the gates went down at 94<sup>th</sup> and Kedzie. My son and I had to get off the CTA bus and walk almost six blocks to my apartment as a result of these gates going down despite no train.

Diane O'Hara

Fwd: STB Docket Number FD35522- CSX Complaint

Mon 2/22/2016 3:46 PM

From: Kelly Burke

To: csx@the19thward.com



----- Forwarded message -----

From: Jean O'Keefe <okeefe1219@yahoo.com>

Date: Fri, Feb 19, 2016 at 10:17 AM

Subject: STB Docket Number FD35522- CSX Complaint

To: "http://www.kellyburke.org" <kburke@kellyburke.org>

Hi Kelly-

Sorry for the rant letter attached- but very happy that you are trying to do something about this problem!

Thanks!

Jean O'Keefe

--

Kelly Burke

State Representative - 36th District

5144 West 95th Street

Oak Lawn, IL 60453

(708) 425-0571

kburke@kellyburke.org

**Attachments:**

- CSX Complaint Letter.docx

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Dear Ms. Brown,

I am writing this complaint in reference to CSX Transportation, Inc, STB Docket Number FD35522 with regards to the repeated blockage of the CSX Eldson Line crossing which runs parallel to Sacramento Avenue in the Chicago and cuts west through the Village of Evergreen Park.

This line blocks 95<sup>th</sup> Street repeatedly and 95<sup>th</sup> Street at the location of this line is a necessary passage for ambulances in route to both Little Company of Mary Hospital in Evergreen Park and Advocate Christ Hospital in Oak Lawn, IL. The street being clocked due to stalled trains and malfunctioning gates is endangering the lives of residents from all neighboring communities being transported to either of those local hospitals.

Additionally, on an average of 4 times per month these blockages have made me personally 40 minutes late for work because I am unable to travel east to get to the Dan Ryan Expressway and downtown Chicago! The stalled trains not only block east and west bound traffic on 95<sup>th</sup> street they also block northbound traffic from Kedzie Avenue. As a result, in order to bypass the stalled trains a vehicle must try to go south on Kedzie Ave to 99<sup>th</sup> St to try to proceed eastbound- most infuriating is that on many occasions your trains are so long that you are also stalled at this set of railroad tracks too! This forces drivers to attempt to turn around go back to Kedzie Ave and proceed south to 103<sup>rd</sup> St and again try to bypass your stalled train to go eastbound. God forbid the train has stalled just far enough on the tracks that it forces the gates at 103<sup>rd</sup> St. Although the train itself is may not physically be blocking the tracks at 103<sup>rd</sup> St it causes infuriated drivers to try to go around the gates just to proceed eastbound. This is very dangerous not to mention illegal! But- what is a driver to do? You can't expect people to drive nearly 2 miles out of their way during morning or evening rush hour just to bypass your stalled trains!

CSX needs to use a different line so that these blockages are eliminated or you should be heavily fined for every occurrence when your trains or malfunctioning gates prevent passage on 95<sup>th</sup> St, Kedzie Ave, 99<sup>th</sup> St and 103<sup>rd</sup> St.

If you were fined at each of these blocked intersections for every occurrence you would quickly realize that you need to fix your trains so they do not stall and fix the gates because I am sure the number of occurrences multiplied by the fines at each location would bankrupt your company!

Sincerely-

Jean O'Keefe

CSX

Mon 3/7/2016 4:04 PM

From: John O'Neill

To: CSX@the19thward.com



Hi my name is John O'Neill, I thought CSX would have done the right thing by now... I was wrong. I live two house off the tracks off of 103rd st tracks. Everyday there is multiple train stops. Carrying really dangerous cargo I may add, needless to say aside from safety issue there is the the rerouting of cars using talman for example like it's Western. That is a road that also is an emergency route. Not to mentioned the safety of our kids that live on Talman.

I want to thank you CSX in advance for doing the right thing now, can't imagine why armed with that knowledge you wouldn't.

John O'

STB docket number FD35522



Thu 2/18/2016 4:41 PM

From: "Tara P."

To: CSX@the19thward.com

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Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Ms. Brown,

I have been stopped by CSX trains on multiple occasions. Since I started commuting to Orland Park I can count on being stopped by an extremely slow moving or completely stopped train 2-4 times a month, All of these trains have been between 7:15 a.m. and 7:45 a.m., prime commuting time.

I appreciate your consideration.

Thanks,

Tara

STB #FD35522



Wed 3/9/2016 4:29 PM

**From:** Michelle Page**To:** csx@the19thward.com**Cc:** Marty Joyce

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Ms. Brown,

My name is Michelle Page and I am the President of the Beverly Ridge Homeowners Association. I am writing in response to the Legal Action against CSX Railroad. My family is frequently (at least twice a week) impacted by a stopped train or malfunctioning gates on CSX's Elsdon Line. These issues have impacted my family in the following ways:

- delayed our nanny causing us to be late to work
- resulted in late arrival to time sensitive family gatherings, i.e. Birthday parties, Christmas Eve Mass, Graduations, Baptisms
- resulted in late doctor appointments (mine, my husbands and our children's)
- resulted in my children having to wait for a meal, having an "accident", having a tantrum, all because we were so delayed by a train

This issue is a real problem for my family and many of the people I spoke with who are part of the Beverly Ridge Homeowners Association. The examples highlighted that impacted my family are shared by many others. The time and delays caused by this line is unacceptable and a big problem for the community. The Beverly Ridge Homeowners Association is supportive of this Legal Action.

Please let me know if you have any questions.

Sincerely,

Michelle Page

(773) 852-4838

Re: Regarding STB docket number FD35522: Repeated CSX Elsdon train blockages need to be fixed!



Fri 2/19/2016 5:37 PM

From: Dawn Pfeiffer

To: CSX@the19thward.com, "Matt O'Shea"

Here we go again, 20 minutes and counting. And the train has not budged.



On Wed, Feb 17, 2016 at 4:35 PM Dawn Pfeiffer <dawnpfeiffer@gmail.com> wrote:

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001  
RE: STB docket number FD35522

Ms. Brown:

I am writing to express my concern with the ongoing public safety and quality of life issues arising from the repeated blockage of grade crossings by stopped trains on CSX's Elsdon Line.

I live on Hoyne/107th, and have a child at Keller Regional Gifted School (3020 W. 108th Street - WEST of the tracks) and three children at St. Barnabas (10121 S. Longwood Drive - EAST of the tracks). Dismissal time between each is 15 minutes apart. This should be a relatively easy feat - except for the repeated train delays on the Elsdon line. Three instances jump to memory last summer alone - where trains actually came to a stop, blocking any traffic for over 30 minutes. As the sole caregiver available to pick up my children, I had no one to call or help out due to this unplanned delay. They stood waiting for me for close to 40 minutes - confused by why their mother was not there to pick them up. Their teachers also had to make

time to ensure their well-being. My children should not have to deal with the consequences of your train failures.

It is ridiculous and unsafe and FIXABLE. Children and families in our neighborhood should not be required to deal with this possible obstacle as part of daily life. Please remedy this problem ASAP.

Sincerely,

Dawn Nash Pfeiffer  
Beverly/Chicago resident

**Attachments:**

+ IMG\_3676.JPG

Regarding STB docket number FD35522: Repeated CSX Elsdon train blockages need to be fixed!



Wed 2/17/2016 4:32 PM

From: Dawn Pfeiffer

To: CSX@the19thward.com

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001  
RE: STB docket number FD35522

Ms. Brown:

I am writing to express my concern with the ongoing public safety and quality of life issues arising from the repeated blockage of grade crossings by stopped trains on CSX's Elsdon Line.

I live on Hoyne/107th, and have a child at Keller Regional Gifted School (3020 W. 108th Street - WEST of the tracks) and three children at St. Barnabas (10121 S. Longwood Drive - EAST of the tracks). Dismissal time between each is 15 minutes apart. This should be a relatively easy feat - except for the repeated train delays on the Elsdon line. Three instances jump to memory last summer alone - where trains actually came to a stop, blocking any traffic for over 30 minutes. As the sole caregiver available to pick up my children, I had no one to call or help out due to this unplanned delay. They stood waiting for me for close to 40 minutes - confused by why their mother was not there to pick them up. Their teachers also had to make time to ensure their well-being. My children should not have to deal with the consequences of your train failures.

It is ridiculous and unsafe and FIXABLE. Children and families in our neighborhood should not be required to deal with this possible obstacle as part of daily life. Please remedy this problem ASAP.

Sincerely,

Dawn Nash Pfeiffer  
Beverly/Chicago resident

STB Docket Number FD35522

Thu 2/18/2016 11:09 AM

From: Jeannette Pfeiffer

To: CSX@the19thward.com



Cynthia,

Almost every morning when I am trying to make the Metra train, traveling across 103rd st, there is a train. I have missed my train in the morning. Multiple times in the past month in the evening there is a train stopped, or traveling very slow at the 103rd street crossing which requires me to travel north or south at least 2 miles to go around train. I add extra time to my commute home. This is very frustrating.

thank you,

Jeannette Pfeiffer

10050 S Turner

Evergreen Park, IL 60805

## Comments for STB Docket # FD35522

Tue 3/8/2016 8:54 AM

**From:** jenette pogvara**To:** "CSX@the19thward.com"

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

I have many issues with the railroad gates in my neighborhood. More times than I can count (upwards of at least 50) my husband and I have been stopped by the tracks on our way to work and on our way home from work, resulting in us being late for work and picking up our children from daycare. Also, numerous times the gates have been down due to stopped trains which resulted in me being stuck with no where to go around them for more than 20 minutes. This has caused much stress on me and my family trying to be on time for work, church, appointments, etc. I have almost resigned myself to leave an extra 15 minutes early just in case there is a train stopped on the tracks. I understand the importance of the rail system in our society, but this is undo hardship on the residents of my community as we have no underpass or overpass to avoid this situation. I hope there can be some resolution to this problem.

Regards,

Jenette Pogvara

STB docket # FD35522

Fri 2/19/2016 8:34 AM

From: "Janice Prine"

To: CSX@the19thward.com



Dear Ms. C. Brown,

Stopped trains have made a negative impact on me & my family for years. We have been late for work & late for important meetings, due to stopped trains. Not just leaving my home but also coming home.

I've had to sit in my car, full of groceries for 15 - 20 minutes in warm weather. I have seen people dangerously walking between the stopped train cars.

Please consider the danger & impact of stopped trains in our residential neighborhood.

Sincerely,

Janice Prine

95th street blockages by CSX.

Page 1 of 1

95th street blockages by CSX.

Thu 2/18/2016 4:28 PM

From: Mark Quinn

To: "CSX@the19thward.com"



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The only real solution to the problem is an overpass, so ambulances heading to Little Company of Mary or Christ Advocate hospitals, are not detained. The state put one up on 111th Street near Central Avenue. 95th street is a national highway and deserves a railroad bridge.

Mark Quinn

## Complaint

Tue 3/8/2016 1:06 PM

**From:** Susan Ramirez**To:** "CSX@the19thward.com"

Hi - I am writing to complain because I once again was delayed by a train. This happened yesterday on 87th street. Unfortunately I was on my way to a wake. The train ended up stopping on the tracks - I had to backtrack all the way south to get to the Archer and Harlem area (train was northbound on the tracks when it stopped.) I missed the entire eulogy at the funeral I was off of work to attend. So ridiculous.

Susan Ramirez

2014 W. 101st Place

Chicago, IL 60643

STB Docket # FD35522

Tue 3/8/2016 4:49 PM

From: Jesse Raub

To: CSX@the19thward.com



Hello,

I'm a resident of the 19th Ward and live off of 11th and Kentie. This means that I have to cross four train tracks to get from I-57 to my house. On at least 10 different situations, I have seen a train stopped and stuck on both CSX lines, and even once or twice with what appeared to be a CSX line traveling on the Metra express tracks.

Trains have been stuck for well over an hour before, and in a lot of ways cut off my only path to get home without having to travel 4 miles in the opposite direction to find a crossing that isn't blocked. This is unacceptable.

I have been late to work 6 times because of CSX trains.

Thank you for your work in helping get this situation taken care of, and for representing the 19th Ward so well.

Jesse Raub  
jesse.raub@gmail.com

Trains stopped

Page 1 of 1

## Trains stopped

Tue 3/8/2016 2:18 PM

From: Lydia

To: CSX@the19thward.com



Hi,

My name is Lydia Rayhill. I live in Evergreen Park and my mom lives in Blue Island. I am one of her caregivers and travel back and forth from her house 5 times a week. I would say that at least twice a week I get stuck by a stopped train. Either going to or from her house. I try hard to be at her house on time, sometimes leaving 45 minutes early and still I have been late. I definitely feel these trains should NOT be allowed to stop on a daily basis and . It has become a hazard to many people.

Thank you for taking the time to read my email. I hope my story will matter to you.

Sincerely,

Lydia Rayhill

Sent from my iPad

STB Docket no. FD35522 - Residents' Commentary

Thu 2/25/2016 4:46 PM

**From:** Wardella Reese  
**To:** CSX@the19thward.com  
**Cc:** Wreesebroker@sbcglobal.net



To Whom It May Concern:

Attached please find our citizens' commentary concerning the pending complaints and litigation against CSX.

Wardella  
773-510-0670, cell  
Wreesebroker@sbcglobal.net - email

Sent from my Verizon Wireless 4G LTE smartphone

**Attachments:**

- 02-25-16 CSX Complaint Letter - 19th Ward Public Commentary.pdf

Elizabeth A. Reese / Wardella Reese  
10324 South Church Street  
Chicago, IL 60643-2939  
(773) 510-0670

February 25, 2016

VIA U.S. MAIL AND E-MAIL  
(c/o 19<sup>th</sup> 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 103<sup>rd</sup> Street, 99<sup>th</sup> Street, and 95<sup>th</sup> 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 then 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 103<sup>rd</sup> 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.<sup>1</sup>

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 87<sup>th</sup> 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.

---

<sup>1</sup> 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.

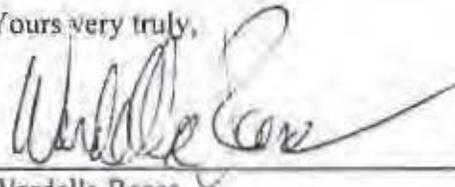
Train delays ?...for what, the greed of these freight companies to intentionally overstack their freights (trying to ship out the maximum amount of product and chemicals they can) and/or fail to conduct regular maintenance on these trains until the point they utilized so much, they susceptible to breakdown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

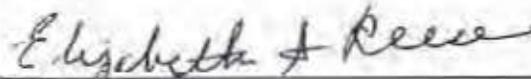
As of lately, especially during the current month, I've noticed a “significant” drop in the frequency of these trains impeding the traffic flow, which I'm more than is a direct result of this pending litigation and the media coverage thereof. Though I must honestly admit, lately, it's been much less 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

## CSX Elsdon Line

Tue 2/23/2016 2:14 PM

From: wrogers37b@aol.com

To: CSX@the19thward.com



February 23, 2016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Dear Ms. Brown:

The trains being stopped across 103<sup>rd</sup> Street on the CSX Elsdon Line have blocked access for me on too many occasions. I have experienced this on five occasions on my way home from work which means my grade school aged children arrive home to an empty house because mom is sitting in her car stuck at the train crossing. Because of this, I have programmed the CSX phone number in my cell phone and when I call, I am treated with a nonchalant attitude of oh well, these things happen. Unfortunately, they are occurring on a regular basis which is impacting the quality of life in my neighborhood. 103<sup>rd</sup> Street is the main thoroughfare that I travel daily to get to two different schools for my children and work for myself and the train delays have caused six tardies since September of 2015 until now that are out of my control.

I have also been stuck at 5:20 on three different occasions when trying to pick my daughter up after cross country practice at her high school. To add insult to injury, I also sat in my car for over 30 minutes at 11:30 P.M. coming home from a football game one evening. It is infuriating that this is occurring morning, afternoon, evening and late into the night. Nothing is more frustrating to a parent than not being able to get home to your children, being late for school and work, or not being able to get past the tracks to pick up your children from their school activities. I have lived in this neighborhood my entire life and have been stopped at the trains more in the past year than ever in my 50 years as a resident. Please help us to return to regular transit without extended delays due to train stoppages and ensure the safety of our children and families. Thank you in advance for any and all assistance you can offer.

Sincerely,

Joan Rogers

STB docket number FD35522

## Train issues

Mon 3/7/2016 4:33 PM

**From:** carol schuldt

**To:** CSX@the19thward.com



---

On April 30th 2015 my husband had a life threatening emergency and the ambulance was called. I wanted him to be taken to Christ Hospital which is a trauma center but the train had stopped and we could not get through so had to go to metro south against my wishes we had no choice. I believe if we could of gotten by and went to Christ my husband might be alive today. Damn those trains

Sent from my iPhone

STB docket number FD35522

Fri 2/19/2016 4:14 PM

From: Anthony Simulis

To: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

In reference to STB docket number FD35522, due to the increase in train delays on the 11th st and Sacramento Ave crossing in Chicago I have been late for work on at least 10 occasions. I have witnessed both fire and police emergency vehicles either delayed waiting for the train to pass or have to turn around to find alternate routes solely because of train stoppages and delays. The amount of train traffic is not only inconvenient but dangerous. The traffic backup to the east is on bottom of a hill so traffic coming over the hill has limited time to stop to avoid an accident. The backup of vehicular traffic to the west stretches to 11th & Kedzie Avenue, which are main streets. I ask that the amount of train traffic be reduced.

Thank You,  
Tony Simulis  
11013 S. Spaulding Ave  
Chicago, IL 60653  
simulis@yahoo.com

STB docket number35522



Wed 3/9/2016 5:42 PM

**From:** Gloria Slomka

**To:** CSX@the19thward.com

---

Sent from my iPad I have been stopped number out times by the train at this crossing. I have been more than 15 late dropping off a child a school and last week end going to an appointment I was delayed for more than 20 minutes. One train going north and as soon as that one cleared another train going south. Not the first time this has happened. Gloria Slomka

STB docket number FD35522

Thu 3/3/2016 9:46 AM

From: Lynn Sloyan

To: CSX@the19thward.com



Dear Ms. Brown:

I am a resident of Beverly Woods, a community on the southwest side of Chicago. I have lived in this community for 28 years. I am writing to express my frustration about the stopped trains on Rockwell Ave.

The frequency of having trains stopped at the tracks preventing travel east or west is of great concern. I have been late for several appointments due to the stopped trains. I have waited easily 10-15 minutes for a stopped train several times per month.

I realize an occasional issue may occur and residents should be patient, however the frequency of trains stopped and blocking our streets (115th and 119th streets) is causing great frustration and inconvenience to our residents and could be causing more extreme problems for those going to work, to the doctor's office, picking up children on time, etc.

Please consider our concerns and address this issue.

Thank you.

Sincerely,

Lynn and Andy Sloyan, 11843 S. Maplewood Ave. Chicago, IL

I'm with Alderman O'Shea

Page 1 of 1

I'm with Alderman O'Shea

Thu 2/18/2016 7:01 AM

**From:** Mark Snyder

**To:** CSX@the19thward.com

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Sent From my iPhone

I agree with Alderman O'Shea

Page 1 of 1

I agree with Alderman O'Shea

Wed 2/17/2016 5:24 PM

**From:** Mark Snyder

**To:** CSX@the19thward.com



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... in getting CSX to honor their commitment to split there train car lengths.

Sent from my iPhone

STB docket number FD35522

Thu 2/18/2016 6:55 AM

From: "Sredojevic, Diane [HGD]"

To: "CSX@the19thward.com"



Thank you for taking this issue on.

A few months ago my daughter who lives in Oak Lawn called late at night with an emergency. She has a 2 year old son and was pregnant. She needed to call an ambulance and I had to get to her house in a hurry. I went down 103<sup>rd</sup> for Western and got stopped due to a train not moving at all. I was panicked but also know that I was not sure which way the train was moving. I sat there in a panic trying to figure out what to do. Two young women were walking and crossed over the train tracks by climbing and I asked them what was going on. They stated that they had been stopped for a long while. They said this always happens. I told them my situation and asked which way the train was heading. With their information I was able to get to my daughter's home and then she called an ambulance. An ambulance had to be called once I could cross the tracks. I lost valuable time getting to her home. Thankfully her husband is ok.

I had a previous where I left work for a doctor appointment where the train had been stopped on 111<sup>th</sup> and couldn't cross any ware. All the roads were blocked. Cancelled the appointment even though I lost money leaving work early.

Once Again – Thank You and Good Luck

Diane Sredojevic

\*\*\*\*\*  
This e-mail is intended only for the use of the individual or entity to which it is addressed and may contain information that is privileged and confidential. If the reader of this e-mail message is not the intended recipient, you are hereby notified that any dissemination, distribution or copying of this communication is prohibited. If you have received this e-mail in error, please notify the sender and destroy all copies of the transmittal.

Thank you  
University of Chicago Medicine and Biological Sciences  
\*\*\*\*\*

STB Docket Number FD35522

Thu 2/18/2016 1:30 PM

From: Mary Kay Stalley

To: "CSX@the19thward.com"

Cc: "epinf@hotmail.com"



Attached please find my letter to Ms. Brown regarding the above named.

Sincerely,

Mary Kay Stalley  
9330 S. Sawyer  
Evergreen Park

**Attachments:**

- STB Docket Number FD35522.pdf

February 18, 2016

STB Docket Number FD35522

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington D.C. 20423-0001

Dear Ms. Brown,

It seems that every time I have business in Chicago where I have to cross CSX tracks, at 91<sup>st</sup> street, 95<sup>th</sup> street or 103<sup>rd</sup> street, 9 times out of 10 there is a train sitting and blocking the crossings. It's also customary that when the train does eventually clear the crossing, the gates remain down. I have had to call my appointments and tell them I will be late or reschedule because of delays caused by CSX.

On one occasion at 103<sup>rd</sup> street the Engineer gestured and jeered at the drivers stopped at the crossing. CSX's jeering Engineer left a very distinct impression upon me of an overall hubristic and arrogant attitude at the CSX, the impression is they do not exude professionalism or respect for the communities they impact and could care less.

Sincerely,

Mary Kay Stalley  
9330 S. Sawyer  
Evergreen Park

STB Docket # FD35522

Mon 3/7/2016 6:26 PM

From: Therese Stoeck

To: "CSX@the19thward.com"



Hello Ms. Cynthia Brown -

My name is Therese Stoeck and I live at 3008 West 110th Place in Chicago near the 111th & Sacramento railroad crossing. Since we live so close to this railroad crossing, our children are late for school or my husband and I late for work when the trains are stopped and/or gates are down. This has happened on 11 occasions for us over the last year. Just two weeks ago, the trains were stopped and traffic was backed up to where I could not get home to my sick 3 month old baby who was with our nanny without rerouting which adds another 10-15 minutes to get around the stopped trains and back home.

Another concern of stopped trains at this specific railroad crossing is the high frequency of pedestrian traffic. When trains are stopped and traffic backed up, it creates congestion and road rage which makes its more difficult to see the pedestrians crossing at the pedestrian designated crosswalk on 111th and Whipple. I walk my two children 3 & 4 years old across this intersection at least once times a week to pick up at Barraccos and go to the comic store. The stopped trains creatint his congestion and road rage create a hazard and potential danger for pedestians using the designated crosswalk.

Thank you for you time.

Therese Stoeck

CSX LEGAL ACTION

Thu 2/18/2016 12:30 PM @  
From: "Noreen"  
To: CSX@the19thward.com



I am attaching the letter which I have written addressing the issue of the CSX Crossing predicament. I trust this will allow you to forward the message to the Surface Transportation Board.

*What you leave behind is not what is engraved in stone, but what is woven into the lives of others. – Pericles*

Noreen Sullivan



This email has been checked for viruses by Avast antivirus software.

[www.avast.com](http://www.avast.com)

Attachments:

- CSX Crossing Letter.docx

9921 South Leavitt Street  
Chicago, IL 60643  
February 18, 20016

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street SW  
Washington, DC 20423-0001

RE: STB docket number FD 35522

I am writing in regard to the repeated blockage of grade crossings by stopped trains or malfunctioning gates at CSX's Elsdon Line. The crossing that has impacted my life the most is at 3000 West, parallel to Sacramento Avenue.

While it is annoying to have to sit and wait for this crossing to clear, my real concern is the number of ambulances that have had to make a U-turn and search for a crossing that is clear allowing them to access the emergency facilities at Little Company of Mary Hospital and Christ Advocate Hospital (trauma center). I have seen at least 6 ambulances have to turn around to access these hospitals by having to go to 83<sup>rd</sup> Street where I believe there is a viaduct. It is hard to know how many times the patients being transported may have suffered serious consequences because of the delay in obtaining treatment because of these blocked crossings. I myself have been late to appointments for physical therapy at Little Company of Mary Hospital.

There are also a college and a high school on the other side of the tracks. I am sure that many people have been delayed for classes because of the situation.

It is well past the time when something should be done about this situation. I would appreciate your immediate attention to remedying this

Sincerely,

Noreen F. Sullivan.

STB..Docket #FD35522

Tue 3/8/2016 9:15 AM

From: Sue Symanski

To: CSX@the19thward.com



CSX railroad blocks the grade crossing at all hours of the day and night. .they could care less about people that need to cross the tracks to either get to work, get medical attention, police protection etc...they have put up either a cement barrier or poles so if u are stuck by the train and one of the first few cars. .you can't get out of line unless everyone else does. .because you are blocked in. .I hope whoever allows CSX to block our roads for A LONG TIME by letting the train sit there. .is having a medical emergency and gets stuck by the train and poles so they can't get out. ...then. .maybe they will stop the practice of making the trains as long as they want and let them sit as long as they want without a penalty. .PLEASE STOP CSX FROM MAKING THE TRAINS LONG AND LETTING THEN BLOCK OUR STREETS...if they do continue to block our streets give them a very hefty penalty..and I mean hefty!!!

Thank you,

Sue Symanski

STB docket number FD35522 CSX Railroad Complaints

Wed 3/9/2016 5:09 PM

**From:** thompson9158@yahoo.com

**To:** "CSX@the19thward.com"



Good day,

Please consider this correspondence as an official complaint toward the CSX Railroad for the transportation issues between Western Avenue and California Avenue in the Chicagoland, Blue Island and Evergreen Park area of Illinois.

The current scenario is horrible and needs to change. The length of time that trains run on these tracks prohibit crossing to the two major hospitals in the area. Holding patterns can last sometimes up to 20 minutes.

I have been a resident in this area for the past 35 years and have witnessed the length of the train patters only getting longer with time.

Something must be done to limit the length of traffic flow interruptions and the amount of trains that use this avenue during peak hours.

Respectfully,

Dan Thompson  
9158 S Bell  
Chicago, IL 60643

**STB docket number FD35522 CSX Railroad Complaints**

STB Docket # FD35522

Mon 3/7/2016 7:54 PM

From: tm5619@aol.com

To: mattoshea@the19thward.com

Cc: CSX@the19thward.com



Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

STB Docket # FD35522

This email is in regards to the ongoing public safety and quality of life issues arising from the repeated blockage of grade crossings by stopped trains or malfunctioning gates on CSX's Elsdon Line (3000 West/Sacramento Ave). Alderman Matt O'Shea has asked residents of the 19th Ward who have had issues with the stopped trains and/or malfunctioning railroad gates to reach out and share their experiences. I understand these things will happen at times, however, this particular crossing has seemed to be more problematic than most others. I also understand that there will be many complaints with everyday issues such as being late because of the problem, noise, etc. My main reason for writing this email is for a public safety issue. As a 22nd District Police Officer, I have experienced numerous incidents where myself and other officers could not respond to a call for police service due to the stopped trains. This is a serious problem if help cannot get to someone in need with a quick response time. We find ourselves having to drive completely out of the way just to get around the problem. It's not only police, it is the fire department and paramedics dealing with the same issues. This is a major public safety issue, and I truly hope something can be done to correct this problem.

## CSX Complaint FD35522

Wed 2/17/2016 7:19 PM

From: Andy

To: "csx@the19thward.com"



Ms. Cynthia Brown:

I am writing you to request your leadership in holding CSX Railroads accountable for causing situations in our neighborhood that are not only extremely inconvenient, but extremely unsafe.

The situations that I speak of occur in Chicago, IL (3000 West) in between 111th St and 99th St. On any given day, trains are stopped and left sitting in this highly populated area for hours. This is not an "occasional inconvenience" but rather a daily event that significantly decreases the quality of life in our area.

If this issue is not resolved, it is only a matter of time before something very tragic happens. These trains are often stopped during high traffic times such as 3:00 PM when school days end. On many occasions as I'm stopped by the traffic that these stoppages cause, I have witnessed school children climbing in between rail cars to get home or to get to football practice on time.

In addition to the danger mentioned above, I have also watched emergency vehicles have to re-route because they can't get through the crossing.

Personally, I get agitated because these stoppages have caused me to be late for work and/or family obligations.

Furthermore, I live directly west of the rail area that I described above. Sometimes these trains are left parked but still running overnight. The engines make a loud "hissing" sound and when the trains actually start up again, it sounds like a high speed car crash in the front yard.

In conclusion, these rail issues are both an dangerous and inconvenient. I vouch that my statements are accurate and hope that you can help our neighborhood resolve this issue!

Sincerely:

Andrew Tourville

School Counselor

Sent From my iPhone

## STB docket number FD35522 comments

Wed 2/17/2016 5:34 PM

From: Nicole Wenzel

To: csx@the19thward.com



STB docket number FD35522 comments

Dear Ms Cynthia Brown,

As a resident of the Morgan Park community I can say that my quality of life is greatly lessened by the stopped trains on 119th st. Living near Mt Hope Cemetery we regularly see at least ten funeral processions travel down 119th St on any given Saturday- Many of these funeral processions are for gang members. As unfortunate as this situation is there is nothing we can do about gang funerals. However, it becomes a matter of public safety when these gang funeral processions are stopped on 119th and 115th St for extended periods of time. It is not uncommon for trains to be stopped for fifteen to thirty minutes, which equates to 15-30 minutes of loud music, people hanging out of cars and erratic driving. All of these things are tolerable when traffic is flowing normally but absolutely unbearable when traffic is stopped. How soon before someone is shot in this dangerous set of circumstances?

I hope this email finds someone who has the power to help lessen this burden on our community.

Thank you

Nicole Trainor

Sent from my iPhone

Sent from my iPhone

## Fwd: Train Situation

Wed 2/17/2016 5:02 PM

**From:** karen.r.vaughan@gmail.com

**To:** csx@the19thward.com

**Cc:** Matt O'Shea



Forwarding the train email I sent to Matt about 2 years ago. Let me know if you need me to reformat to go to CSX or if this is sufficient.

Sent from my iPhone

Begin forwarded message:

**From:** Karen Vaughan <karen.r.vaughan@gmail.com>

**Date:** May 16, 2014 at 11:02:15 AM CDT

**To:** matt.oshea@the19thward.com

**Subject:** Train Situation

Hey Matt,

It's Karen Vaughan. I hate to be one of those residents who's always complaining, but this situation with the stopped trains is getting totally out of control.

Last night, my husband left at 6:50 from our house at 108th and Washitenaw to pick up my 3 year old son from his sports program at Kennedy Park at 7. He was unable to get past the tracks due to the stopped train. After 20 minutes, he finally abandoned his car and actually climbed over the stopped train so he could get there (obviously not a great idea, but my son had already been sitting alone with the park staff.) They were then stuck at the park another 40 minutes until 8 when the train finally moved a few blocks and he could walk my son across the tracks at 112th.

It's especially irritating since less than a week earlier, on Sunday morning, we were stopped by a train for over 30 minutes trying to get to the Breast Cancer walk. We saw teenagers climbing over the train to get by it that morning as well.

It's both a quality of life and safety issue. Beyond the fact that first responders aren't able to get through and pedestrians are climbing over the train to get by it, there are dozens of cars speeding through the neighborhood on side streets trying to find an intersection that's open. I've never seen the situation this bad.

I'm sure you're aware of the problem, but wanted to send you my observations as well. Would love to hear what we can do about this.

Karen

STB docket number FD35522



Fri 2/26/2016 1:21 PM

From: Kelly Vrablic

To: "CSX@the19thward.com"

Cc: Jon Barnhouse, Jon Barnhouse, Kelly Vrablic

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• Ms. Cynthia Brown

Surface Transportation Board

395 E Street, SW

Washington, DC 20423-0001

Dear Ms. Cynthia Brown-

Regarding STB docket number FD35522, I am an Evergreen Park resident and live on Utica Ave—so right behind the CSX train tracks. I have been stopped on 4 separate occasions in the past month. This is extremely inconvenient, as I was trying to get to my train to go to work and appointments. So, on all occasions, I was late for work and my set appointments. I should also mention that when I was stopped by these trains—the time exceeded 10 minutes. In one case, I sat at the stop at 103<sup>rd</sup> for 20 minutes!

For reference, I have included the following Illinois legislation link:

<http://www.ilga.gov/legislation/ilcs/fulltext.asp?DocName=062500050K18e-7402>

Please contact me with questions-

Kelly Vrablic

708/790-0090

STB Docket # FD35522

Tue 3/8/2016 9:55 AM

**From:** Dave Wagner**To:** CSX@the19thward.com, chidwag@aol.com

Ms. Cynthia Brown  
Surface Transportation Board  
395 E Street, SW  
Washington, DC 20423-0001

Ms Brown,

I am sending this email in regard to the above referenced docket.  
We cross the CSX tracks at 3000 West in Chicago multiple times a day.  
In the last 4 months, my daughter has been late for school 5 times while we were waiting for the train to clear the road at 99th street and 95th street. We have even changed our schedule to leave five to ten minutes early.  
This delay also then makes me late for work as well.  
We have also missed 3 doctors appointments over the last 6 months.  
This is in addition to numerous other times trying to get around the tracks that cut off our neighborhood.  
While these are certainly too numerous, the greater public safety issue is that some people who have waited too long, attempt to cut between the trains in an attempt to not be late yet again because of stopped trains.  
Please also consider the impact of the engines running while parked in a densely populated residential area.  
There is another public safety issue concerning ambulances cut off from two major hospitals that serve a much larger area of a dense metropolitan city.  
Thank you for your consideration addressing this situation.  
Please feel free to contact me with any further questions.

David Wagner  
9605 S Winchester  
Chicago IL  
60643

STB Docket#FD 35522

Wed 2/17/2016 4:36 PM

From: Jeanne Williamson

To: CSX@the19thward.com



Regarding the CSX gates...I live east of the tracks and work west of the tracks. Not only does the stalled trains make me late for work but it effects our business almost every day. I work in a busy dental office on Redrie and 100th St. Our patients are late for their appointments because of the train delays. This happens nearly every day. It makes everyone behind schedule. It's very difficult to try to stay prompt when so many patients are late getting in due to the train delay. I would say this problem persists at least 3-4 every week.

Thank you for listening.

Jeanne M Williamson

Resident of the 19th ward and employee in Evergreen Park

Sent from my iPhone

## STB docket number FD35522

Thu 2/18/2016 9:00 AM

From: Kari Winge

To: CSX@the19thward.com



To Whom It May Concern:

I am writing in reference to STB docket number FD35522. I live at 9548 S Troy, and these trains have become a menance to our neighborhood. When we go grocery shopping, we have to consider what tracks we will cross because it is inevitable we will get stopped by a train. I have been late for numerous doctor appointments, when my doctor is 4 blocks away because of these trains. My daughter has told me of numerous incidents of students being over a half hour late to school because of trains.

We moved in to Evergreen Park in May of 2013, and since then, these trains have increased and increased to an almost unbearable rate. It is unconscionable to have trains stopped at 95th, blocking the major trauma center for the south side. Numerous times I have waited along side ambulances and other emergency vehicles for these trains to move.

When I was pregnant in 2014, I had to work overtime before commuting home, only to be stopped at 94th and kedzie for over an hour. I couldn't stand it anymore. I got off the bus, and walked over where two rail cars were joined. I wasn't the only one. I often see people walking over the trains, which is incredibly dangerous. We are left with little choice though.

It has only gotten worse. Living on Troy, we have so many people flying down our typically quiet residential street to try to make up lost time. As a mother of two, this concerns me deeply. This is an area that doesn't allow train horns to sound. Yet, I had my newborn (and myself) awakened on numerous occasions as a train speeds through blaring their horn.

As a resident, it is almost impossible to keep track of every violation. It would be a full time job. I can't call CSX every single time there is an issue. It would be a full time job. The train operator should pay for an over or underpass at 95th and Troy and 95th and Maplewood. Too much time has been lost, and based on how many ambulances I have personally seen stopped by these trains, I'm sure lives have been lost as a result. Please help this community.

Sincerely,

Kari Winge

Evergreen Park

## STB Docket # FD35522

Wed 3/9/2016 9:10 AM

From: scottzmich

To: CSX@the19thward.com



Ms. Cynthia Brown

I'm writing today to voice my concern for the trains that consistently stopped on the tracks at 3000 W Sacramento(stb.docket#FD35522). I have only lived in the area for two years and me and my wife knew the slow down that would accompany being so close but we never imagined we would have to deal with so many stopped trains blocking the streets. We counted as high as our street being blocked up to 10 times in a month last year. Our children go to school at St John Fisher west of the tracks while we live on the east side it puts a constant stress on me and wife to make sure our kids are not stuck at school or the numerous times we had to drop them off late or try to make arrangements for the school to hold our children till the train passes so they are not out alone. We have a park five minutes from our house(Munroe park) but cannot use it. We are afraid to take the kids there because if a train stops we will be stranded on the other side of the tracks with no way to get home. I can write all day about the negative ways this impacts my family's life. From friends coming over only to turn around because they are stuck at tracks for 30minutes, worry about if a emergency happened would emergency response be affected, if the train is sitting will teenagers in area get anxious from waiting and start climbing around the train, the constant late to work, late coming home. There are so many issues these are a just a few of our main concerns please help our community live free of this burden, thanks you for your time.

Sincerely

Scott Zmich

2533 W 107th street

Chicago IL 60655