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OFFICE OF CHAIRMAN

CaterParrott Railnet

3825 Aubrey Lane
Tifton, Georgia 31794

February 5, 2016

The Honorable Daniel R. Elliott III
Chairman
United States Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

RE: Opposition to a Norfolk Southern – Canadian Pacific Merger

Dear Chairman Elliott:

In regards to a proposed merger between the above listed Class I railroads; as a shortline operator with three routes in the State of Georgia, CaterParrott Railnet opposes this for the following reasons;

Norfolk Southern gives a dedicated level of service and approach methods to rural parts of the State, which grows jobs and increases the tax base in areas desperately in need of economic growth via rail initiatives. Canadian Pacific has announced cuts in railroad jobs, specifically marketing and other areas vital to a Shortline railroads' needs to operate. This was Canadian Pacific's practice during the DM&E takeover, and from early observations; this same approach would be given to Norfolk Southern.

Additionally, we're highly concerned about the disinvestment practices of Canadian Pacific; which if in control of Norfolk Southern, would likely continue, thus creating a less competitive environment, less focused on the "small customer" and the ultimate elimination of more rail. Norfolk Southern has the reverse policy by spending capital on locomotives, infrastructure, and people investments to grow and strengthen rail service as a competitive option against other modes.

From the Shortline perspective, this merger is not healthy for railroading in America and is not beneficial to shippers, receivers and connecting Shortline railroads.

We humbly request that serious consideration be given to reject this notation made from Canadian Pacific due to the overwhelming negatives this merger presents. If you wish to discuss this further, please feel free to contact us.

With highest regards,



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Co-CEO

cc:

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