

Congress of the United States
Washington, DC 20515

January 29, 2016

The Honorable Daniel R. Elliott III
Chairman
United States Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

The Honorable Ann D. Begeman
Vice Chairman
United States Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

The Honorable Debra Miller
United States Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Dear Chairman Elliott and Surface Transportation Board Members:

As you know, in recent weeks Canadian Pacific Railway has attempted to acquire Norfolk Southern Corporation. We are writing you to highlight Norfolk Southern's significant presence in the State of Georgia, express our concerns with the potential effects of such an acquisition on the State of Georgia, and ask that the Surface Transportation Board closely monitor this situation to ensure that any resolution reflects the public interests of Georgia's citizens.

Norfolk Southern employs more than 4,700 of our constituents, pays retiree benefits to 2,400 former employees, spouses, and survivors across the state, and accounted for nearly \$350 million in wages last year. Additionally, the combination of Norfolk Southern's infrastructure investments and payments to vendors totaled more than \$500 million in 2014 alone. Its partnerships with twelve Georgia short line railroads and our major ports have a direct impact on the manufacturers, consumers, and communities we represent and resulted in the expansion or relocation of ten companies and more than 300 jobs. In short, Norfolk Southern has proven to be an important asset to Georgia's economy and many of the families we represent.

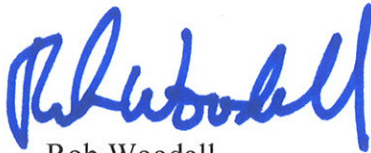
Our concern with the proposed merger stems from Canadian Pacific's business model, which is starkly different from the model Norfolk Southern has effectively deployed in Georgia for decades. Layoffs, fleet reductions, asset sales, network disinvestments, and other changes could devastate many local economies in places like Atlanta, Macon, Valdosta, and McDonough. The "slash and burn" model of withdrawing resources and cutting operations threatens to dampen the economic potential of one of the fastest growing container ports in the nation and

could devastate many local economies in places like Atlanta, Macon, Valdosta, and McDonough. The "slash and burn" model of withdrawing resources and cutting operations threatens to dampen the economic potential of one of the fastest growing container ports in the nation and could exacerbate already serious traffic problems on our State's freight corridors by diverting a portion of the 500,000 truckloads of freight currently being shipped by rail.

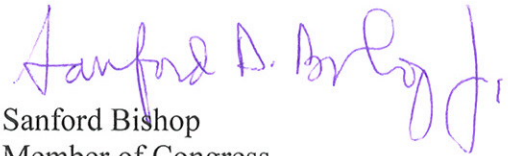
In closing, we ask that the Surface Transportation Board carefully examine the details and potential consequences of such a merger to ensure that it does not reduce competition and benefit a foreign company at the expense of Georgia families. In addition, the voting trust arrangement which Canadian Pacific has proposed could potentially circumvent public regulatory processes and minimize the important role of the Surface Transportation Board.

This matter is critically important to the State of Georgia. Thank you for your continuing attention to our concerns.

Sincerely,



Rob Woodall
Member of Congress



Sanford Bishop
Member of Congress



Lynn Westmoreland
Member of Congress




Doug Collins
Member of Congress



Earl L. "Buddy" Carter
Member of Congress



Rick Allen
Member of Congress



Jody Hice
Member of Congress