



DAVID RALSTON
SPEAKER

House of Representatives

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January 6, 2015

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:

I have been following the recent public developments between Canadian Pacific Railway (CP) and Norfolk Southern Corporation (NS) with great interest. After reading CP's proposal letter dated November 9, 2015 and listening to recent public comments made by Mr. Hunter Harrison, CP's Chief Executive Officer (CEO), I have significant concerns that CP's unsolicited proposal to acquire NS, if allowed to proceed, would have a negative impact on the State of Georgia and for the United States of America.

Mr. E. Hunter Harrison, CP CEO, made statements about reductions to NS physical plant and employment levels on November 19, 2015 that indicate severe cuts in NS resources and assets will be a primary focus. These comments lead me to believe that there would be negative implications for employment and service levels if a merger were to occur.

NS has long been a great partner to the State. It is the home to over 4,700 Norfolk Southern employees, and operates over 1,700 miles of track integral to the state's industry and communities. Combined with the service to the Ports of Savannah and Brunswick, the industries NS serves in Georgia provide thousands of jobs and taxes for the State. I am concerned that a combination between CP and NS would have a negative impact as outlined above. I also have significant concerns regarding the impact that a railroad merger would have on the many businesses in Georgia and across the country that depend on railroads to get their products to market. Finally, I am concerned that a cost-cutting transaction as proposed by CP would result in decreased investment in our transportation infrastructure.

Accordingly, I do not believe any major railroad combination requires a compelling benefit to freight customers, which has not been demonstrated at all by the unilateral CP move on NS. As such, I intend to follow future developments between CP and NS closely and urge the Surface Transportation Board to do the same.

Thank you for your careful consideration of this important matter.

Very truly yours,


David Ralston, Speaker
Georgia House of Representatives