



February 15, 2016

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

Dear Chairman Elliott:

Respondek Railroad Corporation is a supplier of short line railroad operations, contract rail car switching, track maintenance, and track construction. We interchange with the Norfolk Southern Railway, Union Pacific Railroad, CSX Transportation, BNSF Railway, Canadian National Railway, Kansas City Southern Railway, Paducah & Louisville Railway, Evansville Western Railway, and the Terminal Railroad Association of St. Louis.

In 2015 our 5 shortlines handled over 60000 railcars, and our contract switching operations handled over 55000 railcars. Approximately 80,000 of these loads were unit trains of coal either handled on behalf of NS customers as contracted switching or interchanged with NS.

We are firmly opposed to any arrangement that combines NS and CP, creates a common ownership or management umbrella between NS and CP, or allows any key members of CP's management team to assume roles of responsibility for NS.

In our observation, CP has significantly more derailments due to insufficient maintenance as compared to NS. Some of our customers have experienced significant congestion on CP-handled traffic, with delivery times being tripled or worse. Finally, we are concerned that this will compel further mergers in the rail industry, which will hurt our customers by reducing their competitive choices. We are concerned that CP would impose its practices that create these problems in former NS territory.

Our customers have told us that they are able to grow because they have safe, reliable rail service. We believe a combination of NS and CP would limit our customers' growth and hamper safety, and might even force the closure of some of our operations.

At Respondek Railroad Corporation, we do not believe combining CP and NS is in the public interest because it does not eliminate any compelling barrier to commerce in the United States. The promised efficiencies ring hollow, and we believe this combination will serve only to enhance shareholder wealth at the expense of customers, communities, and safety.

Carl Yount

Vice President of Marketing and Customer Solutions  
Respondek Railroad Corporation



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