

Gravelite, Livlite, Arkalite, Bayou Ash

Big River Industries, Inc.

3600 Mansell Rd., Suite 575
Alpharetta, Georgia 30022
(678) 461-2830 • 1-800-342-LITE (5483)
Fax: (678) 461-2845

April 8, 2011

Honorable Dan Elliot
Chairman
Surface Transportation Board
395 E Street, SW
Suite 1220
Washington, DC 20423-0001

Dear Chairman Elliot,

I am writing this letter in reference to the upcoming STB railroad hearing (Docket # EP 705) scheduled for June 22, 2011.

I am President of Big River Industries, a division of Oldcastle, Inc. the largest concrete product producers in the United States and North America. My comments are to be used for filing to express Big River Industries continued support for a strong freight railroad network across our nation.

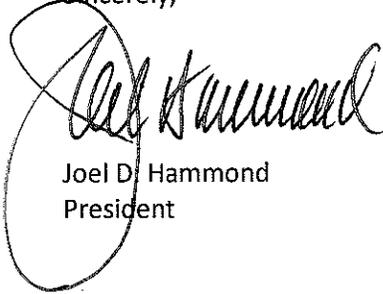
Because of their tremendous impact on the U.S. economy and the increasing growth opportunities for the industry, I believe any attempts to re-regulate railroads will have an extremely negative impact on our country. Under the current, reasonable regulatory environment, U.S. freight railroads are creating jobs and improving their infrastructure throughout the nation. The rail industry logistic network is a national asset and has proven to be the catalyst and backbone of this nation's historical economic growth soon after its founding. To date there has not been discovered a more efficient, and economical, mode of transportation than movements by rail throughout its vast interconnected system created by private industry. Various independent studies have shown that railroads have a definite "allocative efficiency"* advantage over other modes in providing some transportation services. When all costs are taken into consideration—internal costs absorbed by firms and external costs such as pollution and congestion--railroads are the nation's winner over other modes of transportation.

* Definition: efficient distribution of resources: an economic situation where no possible reorganization of production resources can make some consumers better off without making other consumers worse off.

Freight rail is the most capital intensive industry in the nation, and it is imperative that continued reinvestment be encouraged. With everyone under pressure to expand the economy and create jobs, any action by the Surface Transportation Board to adopt policies that would discourage private investment would be counterproductive. Currently North America's freight railroads have announced plans to invest more than \$12 billion in 2011 to enhance and maintain their infrastructure. As implied above and well known by the general public, today's economy needs those jobs infused with Americans who want to work and support their families. Government cannot and should not do it all. We need private industry investment and must encourage it with every ounce of our endeavors.

Thank you for your attention to this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "Joel D. Hammond". The signature is written in a cursive style and is enclosed within a large, hand-drawn oval.

Joel D. Hammond
President