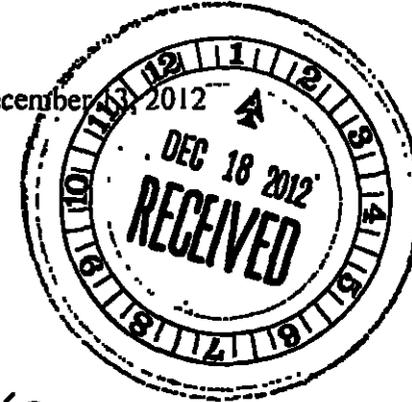




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December 18, 2012



Ms Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
395 E Street, S.W.
Washington, DC 20423

233549

Dear Ms. Brown:

I am writing regarding the Surface Transportation Board's Docket No EP714, Information Required in Notices and Petitions Containing Interchange Commitments. I wanted to emphasize the importance of short line railroad service to my company and to our area generally.

Oklahoma Construction Material, a subsidiary of Sherwood Construction, moves 3,000 cars annually on the Stillwater Central Railroad. This shortline railroad has an interchange commitment which was required by the BNSF when they sold the track and that commitment has not hurt our business. What would hurt our business is if the shortline had not been created. If the economics of the original transaction were such as to require this provision then the economics should govern.

It is probably true that multiple Class I connections would be an ideal situation for rail shippers in our area. But I believe that marginal benefit pales in comparison to the need for a reliable shortline railroad connection. As the saying goes, you should not let the perfect be the enemy of the good. I hope you will not institute this proposed rule.

Sincerely,

Matt Ritchie
Vice President, Materials Division

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