

Congress of the United States  
Washington, DC 20515

December 18, 2014

237485

Chairman Dan Elliott  
Vice Chairman Deb Miller  
Commissioner Ann Begeman  
Surface Transportation Board  
395 E Street, SW  
Suite 1220  
Washington, D.C. 20423-0001

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Office of Proceedings  
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OFFICE OF CHAIRMAN

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RE: Finance Docket No. 35873  
Norfolk Southern Railway Company – Acquisition and Operation – Certain Rail Lines of  
the Delaware and Hudson Railway Company, Inc.

Dear Board Members:

We submit this letter in strong support of the application filed on November 17, 2014 by Norfolk Southern Railway Company (“NS”) to acquire and operate certain rail lines of the Delaware and Hudson Railway Company, Inc. (“D&H”).

Over the past decade, New York State has seen some modest growth in freight rail. In 2011, a new intermodal rail yard opened near Albany and in the past three years there have been several new bulk transfer facilities added along the Southern Tier. These modest investments by the private sector in the state of New York are helping grow freight rail’s presence in New York.

Continuing the growth of the freight rail industry in New York and New England is important for domestic manufacturers and the movement of commerce in our state. The proposed transaction submitted to the board in November will insure that these past investments are positioned for continued growth and will set the stage for a competitive freight rail network. We support the proposed acquisition for the following reasons:

- Insures that the D&H is integrated into a Class I carrier with a history of strong reinvestment practices, which should ensure the continued viability of the D&H South Lines for our industries;
- Preserves, and may even increase, jobs for our citizens currently working on these lines;
- Aligns ownership with usage, today approximately 80 percent of the traffic currently on the D&H lines south of Albany, New York is NS traffic;
- Creates operating efficiencies that should improve the reliability and sustainability of service on the lines;
- Produces no competitive harms for any of our industries, as it is essentially an end-to-end transaction;
- Creates a seamless transition resulting in minimal disruption of service for New York shippers using the line;

- Enhances overall competition by eliminating interchanges in the Northeast surface transportation market to the benefit of shippers in the Northeast and New York.

As stated above, we believe this application of NS before the STB to acquire and operate certain rail lines of D&H is in the public interest and we respectfully request your expedited review and approval of this minor transaction.

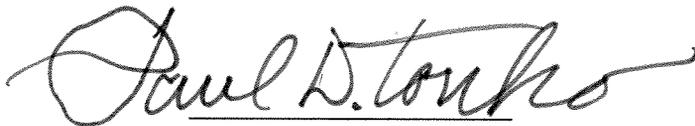
Sincerely,



CHRIS COLLINS  
Member of Congress



BRIAN HIGGINS  
Member of Congress



PAUL D. TONKO  
Member of Congress



TOM REED  
Member of Congress



RICHARD L. HANNA  
Member of Congress



CHRISTOPHER GIBSON  
Member of Congress