

Congress of the United States
House of Representatives
Washington, DC 20515-1314

July 31, 2012

Mr. Daniel R. Elliott, Chairman
Surface Transportation Board
395 E Street, SW
Washington, DC 20423

Subject: STB Docket No. FD 35654

Dear Chairman Elliott:

232694

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July 31, 2012
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RailAmerica and Genesee & Wyoming (G&W) operate short line railroads in Illinois and the proposed acquisition between these two companies could affect service for many Illinoisans reliant on these short lines to connect them with the national railroad network. I am writing to ask that the Board to consider this matter fairly and expeditiously.

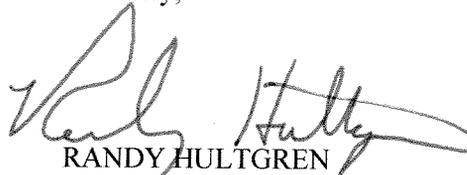
G&W is one of the most successful short line operators in the country, with a proven track record of acquiring short lines, investing in them and developing long term growth opportunities since 1899. Current employees and customers of RailAmerica would be well served by a company like G&W. They are in the short line business to run short lines. By preserving a focus on local communities, the combined holding company would continue to generate growth and benefits to the customers of the Chicago, Ft. Wayne & Eastern, the Toledo, Peoria & Western, and the Illinois & Midland Railroad.

G&W has the capacity to manage the RailAmerica properties. The scale of these companies is comparable which helps guarantee that G&W will have the experience and corporate bench strength to bring about a smooth transition. Again, that is important for RailAmerica's current employees and customers.

G&W's business model depends on each of its short lines operating as local railroads with local managers who have decision-making authority over their rail operations. That is the strength of the short line industry nationally and this acquisition will insure that strength going forward. It is also important for superior customer service and sensitivity to local community concerns.

I hope the STB will deal with the proposed acquisition of RailAmerica by G&W in a timely way. A lengthy approval process will bring uncertainty to customers and make it difficult for these railroads to plan future and ongoing capital investment. I appreciate your consideration.

Sincerely,


RANDY HULTGREN
Member of Congress