

JOHN W. OLVER  
1ST DISTRICT, MASSACHUSETTS

COMMITTEE:  
APPROPRIATIONS

SUBCOMMITTEES:  
TRANSPORTATION, HOUSING AND URBAN  
DEVELOPMENT, AND RELATED AGENCIES  
**RANKING MEMBER**

ENERGY AND WATER DEVELOPMENT  
HOMELAND SECURITY

**Congress of the United States**  
**House of Representatives**  
Washington, DC 20515-2101

PLEASE RESPOND TO:  
 1111 LONGWORTH HOUSE OFFICE BUILDING  
WASHINGTON, DC 20515-2101  
(202) 225-5335  
(202) 226-1224 FAX

DISTRICT OFFICES:  
 57 SUFFOLK STREET  
SUITE 310  
HOLYOKE, MA 01040  
(413) 532-7010  
(413) 532-6543 FAX

CONTE FEDERAL BUILDING  
78 CENTER STREET  
PITTSFIELD, MA 01201  
(413) 442-0946  
(413) 443-2792 FAX

463 MAIN STREET  
FITCHBURG, MA 01420  
(978) 342-8722  
(978) 343-8156 FAX

July 30, 2012

232813

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

ENTERED  
Office of Proceedings  
July 30, 2012  
Part of  
Public Record

Subject: STB Docket No. FD 35654

Dear Chairman Elliott:

I am writing concerning the proposed acquisition of RailAmerica by Genesee & Wyoming (G&W). RailAmerica operates a short line railroad in my district and it is a vital rail connection for many of our shippers. I am writing to support this transaction and to ask that the Board handle the matter in the most expeditious manner possible.

I support the G&W acquisition for a number of reasons. First G&W has a proven track record of acquiring short lines, investing in them and developing long term growth opportunities. Their company began as a short line in 1899, and has been in this business ever since. They are in the short line business to run short lines.

Second, G&W has the capacity to manage the RailAmerica properties. RailAmerica currently manages 45 railroads operating 7,500 track miles. G&W manages 63 railroads operating 5,400 miles. The scale of these companies is comparable which helps guarantee that G&W will have the experience and management expertise to bring about a smooth transition.

Third, like RailAmerica today, 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 a key for superior customer service and sensitivity to local community concerns.

I support this transaction and I hope the STB will deal with it on an expedited basis in order to reduce uncertainty, limit the amount of time the short line freight railroad in my district is in limbo, and ensure the RailAmerica's capital management decision are not disrupted.

I appreciate your consideration of my views on the matter.

Sincerely,

