

COCKEYSVILLE RAIL LINE SHIPPERS COALITION

13 Beaver Run Lane
Cockeysville, MD 21030

(443) 226-5077

February 22, 2006

Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

215 864

RE: STB Docket No. AB 290-237X
Petition for Exemption; Norfolk Southern Railway Company;
Cockeysville Line, Baltimore City and County, Maryland

Dear Secretary Williams:

Attached are five letters, along with ten copies of each letter, from prospective shippers whose businesses are located on or near the Cockeysville rail line, which rail line is the subject of Norfolk Southern Railway Company's Petition for Exemption, Abandonment of Freight Operating Rights and of Rail Freight Service. The authors of the letters object to the loss of rail freight service on the Cockeysville rail line, support Mr. James Riffin's offer to purchase the rail line from Norfolk Southern, and indicate that the prospective shippers would utilize the rail line to ship products via rail, providing shipment via rail was less expensive than shipment of their products via truck.

On February 3, 2006, two of the letters (Mark Downs, Packard Fence) were filed with the Board. Since neither of these two letters have appeared on the Board's web site for this case, copies of the letters previously filed with the Board, are being filed a second time.

Sincerely,

Lois Lowe

Lois Lowe
Executive Secretary

PACKARD FENCE COMPANY

10991 RAILROAD AVENUE
COCKEYSVILLE, MD 21030
(410) 527-1860



February 7, 2006

Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

RE: AB 290-237X

Dear Secretary Williams:

It has come to my attention that James Riffin has offered to purchase the freight operating rights Norfolk Southern Railway Company desires to abandon in the above entitled case. I strongly support Mr. Riffin's proposal to purchase those operating rights, and strongly support Mr. Riffin's plan to offer freight service on the Cockeysville Line. Likewise, I would strongly oppose Norfolk Southern's abandonment of its freight operating rights, if that abandonment would result in a loss of freight rail service on this rail line. Consequently, if the Surface Transportation Board were to transfer those freight operating rights to Mr. Riffin, that would satisfy both our desire not to lose our rail freight service, and Norfolk Southern's desire to be relieved of its common carrier obligations on this rail line.

My place of business is in the former Northern Central freight depot in Cockeysville, which is adjacent to the Cockeysville Line. Mr. Riffin has indicated that if he is granted permission to acquire Norfolk Southern's freight operating rights, he would be willing to provide me with freight rail service once again. A number of years ago, I used to receive my fencing material via rail. If shipping my fence material via rail to my place of business would be less expensive than shipping it via truck, I would like to resume using rail freight service.

If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in cursive script, appearing to read 'John Stackus'.

John Stackus

Mark Downs
Maryland's Largest Display
OFFICE FURNITURE

UGLY WAREHOUSE. BEAUTIFUL PRICES.

February 6, 2006

Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

RE: AB 290-237X



Dear Secretary Williams:

Recently I learned the Norfolk Southern Railway Company filed a Petition for Exemption to Abandon its freight operating rights on the Cockeyville Line, located in Baltimore City and Baltimore County, Maryland, beginning at Milepost UU 1.0 and ending near Milepost UU 13.8; and a Petition for Exemption from your Offer of Financial Assistance regulations. I **strongly** oppose the abandonment of freight service on this rail corridor, and I **strongly** oppose Norfolk Southern's Petition to exempt this proceeding from your Offer of Financial Assistance regulations.

Mark Downs has two properties in Cockeyville, Maryland. Mark Downs recently purchased a property located at 16 Stenersen Lane, which is in the Cockeyville Industrial Park. This property has a double-track siding adjacent to a 500-foot long covered railcar unloading dock. Mark Downs' second Cockeyville property, located at 15 Beaver Run Lane, has a siding that connects to the former Penn Central right-of-way, which right-of-way is immediately adjacent to Mark Downs' property.

Mark Downs receives shipments of office furniture from many points of origin in the United States, including some as far away as San Diego, California. If freight rail service was available, and if transporting office furniture via rail was less expensive than transporting it via truck, Mark Downs would utilize that freight rail service.

Mr. James Riffin has indicated he has filed a Notice of Intent to file an Offer of Financial Assistance, to purchase the freight operating rights Norfolk Southern desires to abandon, and then to reinstitute freight rail service on the Cockeyville rail line. Mark Downs **strongly** supports Mr. Riffin's endeavors, and would greatly appreciate it if the Surface Transportation Board granted Mr. Riffin permission to purchase the freight operating rights Norfolk Southern no longer wants, and granted Mr. Riffin permission to reinstitute freight rail service on the Cockeyville rail line.

Mark Downs wants it to be clearly understood that Mark Downs **strongly opposes** the abandonment of freight rail service on the Cockeyville rail line. Mark Downs would not oppose Norfolk Southern's desire to abandon its freight operating rights, **so long as** that abandonment would **not** result in a loss of freight rail service. Consequently, if the Surface Transportation Board were to **simultaneously** grant Norfolk Southern permission to abandon its freight operating rights, then immediately grant those freight operating rights to Mr. Riffin, Mark Downs would withdraw its opposition to Norfolk Southern's Petition to be Exempt from the abandonment regulations contained in 49 U.S.C. 10903.

A handwritten signature in black ink, appearing to read 'Steve Rosen'.

Steve Rosen
President

Badolato Stone Supply

Natural Stone for Building and Landscape Projects

Granite & SilcStone Countertops

www.BadolatoStone.com

10816 Williamson Lane
Cockeysville, MD 21030
410-785-1901
410-785-7395 fax

February 13, 2006

Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

RE: STB Docket No. AB 290-237X

Dear Secretary Williams:

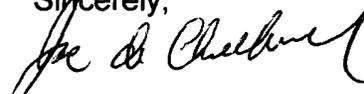
I sell natural stone, which comes from all over the world. Some of this stone comes from Colorado, Arizona, Tennessee and the north east. Some comes from China. The stone from China is off-loaded from ships in Miami, Florida. Presently, this stone is shipped to me via truck.

Mr. James Riffin informed me that Norfolk Southern has filed a petition to abandon its freight operating rights over the Cockeysville rail line. He also told me he has offered to purchase the freight operating rights Norfolk Southern desires to abandon.

My place of business has a railroad siding that connects to the main line right-of-way. If it was less expensive to ship stone to me via rail, I would begin using the rail service Mr. Riffin desires to offer.

With the above in mind, I would **support** Mr. Riffin's desire to purchase the freight operating rights Norfolk Southern desires to abandon, and I would **support** Mr. Riffin's desire to offer freight rail service on the Cockeysville rail line. I would **oppose** the loss of freight rail service on the Cockeysville rail line. If Norfolk Southern wants to abandon its freight operating rights, then you should allow Mr. Riffin the opportunity to purchase those freight operating rights.

Sincerely,



Joe Decheubell

Blue Mount Quarry, Inc.

PO Box 189; 17701 Big Falls Road
White Hall, Maryland 21161
410-343-0500 – Fax 410-343-0524

February 9, 2006

Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

RE: STB Docket No. AB 290-237X

Dear Secretary Williams:

Recently I learned Norfolk Southern filed a petition to abandon its freight operating rights, and to abandon freight rail service on the Cockeysville rail line. We had a rail siding that connected to this rail line. (All of the ballast material that was used to build this rail line was quarried at this quarry.)

Presently we ship via truck a special blend of dirt / aggregates to athletic fields in the Mid-Atlantic region. If shipping this product via rail to our customers was less expensive than shipping it via truck, we would ship our product via rail.

I would **support** Mr. Riffin's efforts to acquire the freight operating rights Norfolk Southern desires to abandon, and I would **oppose** the loss of rail freight service on this rail line. If Norfolk Southern no longer wishes to provide rail service on the rail line, then please let Mr. Riffin provide that rail service.

Sincerely,



Scott Matthews



Vernon Williams, Secretary
Surface Transportation Board
1925 K Street NW 20423-0001

13 February 2006

RE: STB Docket No. AB 290-237X

Dear Secretary Williams:

I design and install stone landscapes. The stone that I use comes from all over the United States. Presently, this stone is delivered to me on trucks. Mr. James Riffin told me he has made an offer to purchase the Cockeysville rail line freight operating rights Norfolk Southern desires to abandon. I support Mr. Riffin's offer to purchase Norfolk Southern's freight operating rights and support his plan to provide freight rail service on the Cockeysville rail line. I oppose the loss of freight rail service on the Cockeysville rail line.

My business is adjacent to the Cockeysville rail line. I have access to a rail siding that is a few miles north of my business. If shipping stone to me via rail is less expensive than shipping it via truck, I would ship it via rail.

If you have any questions, please feel free to call me.

Sincerely,

A handwritten signature in black ink, appearing to read "Glen G. Gutierrez".

Glen G. Gutierrez
President