October 20, 2011

The Honorable Raymond LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider a number of TIGER III applications seeking grants, I wanted to take the opportunity on behalf of the B&H Corporation (formerly the Bath & Hammondsport Railroad, below referred to as BHC) to urge you to support an application for funding New York State’s Portageville Bridge Project, which will have an immediate and direct effect on the BHC and many of the customers we serve.

The BHC operates track in New York between Painted Post and Wayland, NY. At Painted Post, NY, we interchange with the Norfolk Southern for shipments to and from our customers. It is our only, and therefore absolutely critical, junction to the national rail network. Nearly all of BHC’s traffic comes over the Portageville Bridge. Our customers depend upon efficient and low cost transportation for products such as heating fuels, gasoline and ethanol additives, fertilizers, deicing liquids and transit cars for reconstruction. As important, BHC has begun to handle what we believe will become large volumes of frac sand, pipe and other materials related to Marcellus Shale energy production activities.

BHC capital upgrades provide the potential for handling railcars loaded at 286,000 lbs. gross weight on rail. However, BHC customers are unable to take advantage of this efficiency due to weight restrictions involving the Portageville Bridge. The construction of a new bridge will increase the weight capacity of the railcars we are able to ship across it, thereby increasing our fuel efficiency and making rail freight even more competitive versus less fuel-efficient trucks.

The effect of any long-term closure of the Portageville Bridge and the severing of the Southern Tier could result in higher costs and less efficient routings for many of the customers who depend on their products moving over the bridge. Indeed, we fear that a significant percentage of that traffic would migrate to the highway. Because we are a
small rail carrier, any loss of carloads and revenues, could hurt our ability to remain viable and competitive.

The Portageville Bridge links not only Buffalo and Binghamton together along the Southern Tier, but more broadly extends BHC’s reach and those of our customers into national and international markets. Appreciably, construction of a new bridge with 286,000 lbs. capacity will usher in an era of sustained freight rail growth opportunities for the Southern Tier Corridor – a development which will benefit current and encourage new rail shipping customers. The importance of the Portageville Bridge for BHC cannot be stressed enough.

I sincerely appreciate your full and fair consideration of this TIGER III application.

Sincerely,

[Signature]

Carl P. Belke
Executive Vice President &
Chief Operating Officer
October 19 2011

The Honorable Raymond LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider a number of TIGER III applications seeking grants, I wanted to take the opportunity on behalf of the Wellsboro & Corning Railroad (WCOR) to urge you to support an application for funding New York State’s Portageville Bridge Project, which will have an immediate and direct effect on the WCOR and many of the customers we serve.

The WCOR operates track in New York and Pennsylvania. At Corning, NY, we interchange with the Norfolk Southern and the Canadian Pacific for shipments to and from our customers. A considerable amount of that traffic utilizes the Portageville Bridge. Our customers depend upon efficient and low cost transportation for products such as aggregates, feed ingredients, lumber, misc materials, chemicals, and resins. WCOR upgrades have increased rail traffic and provide the potential for handling railcars loaded at 286,000 lbs gross weight on rail. Unfortunately, WCOR customers are unable to take full advantage of this efficiency due to weight restrictions involving the Portageville Bridge. The construction of a new bridge will support the increased rail traffic that the WCOR has experienced in the Marcellus shale fields. The effect of any long-term closure of the Portageville Bridge and the severing of the Southern Tier could result in a devastating blow to the growth of both business and employment in this area through higher costs and less efficient routings. Indeed, we fear that a significant percentage of that traffic would migrate to the highway with the associated problems. Because we are a small rail carrier, any loss of carloads and revenues, could hurt our ability to remain viable and competitive.

The Portageville Bridge links not only Buffalo and Binghamton together along the Southern Tier, but more broadly extends our customers market reach into national and international markets.

The importance of the Portageville Bridge for WCOR cannot be stressed enough. I sincerely appreciate your full and fair consideration of this TIGER III application.

With kind regards,

Alfred T. Myles
President and CEO

Wellsboro & Corning Railroad 256 Eagleview Blvd Exton, PA 19341
October 20, 2011

The Honorable Raymond LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider the TIGER III competitive grant applications, I wanted to take the opportunity to personally urge you to support an application for funding New York State’s Portageville Bridge Replacement Project, which will have an immediate and direct effect on our new transloading site which is located in Kendaia, NY on the retired Army base.

In 2012 we anticipate shipping thousands of carloads via Finger Lakes Railway (FGLK) to the Norfolk Southern (NS). This will support Marcellus Shale project in NY once permitted which is estimated to occur in December 2011. We utilize freight rail as an important component of our business model, and in particular, our company will rely heavily upon the Southern Tier Route to deliver goods to remain economically competitive and environmentally responsible while increasing jobs and revenue growth!

The Portageville bridge is critical to our handling GROWTH to support Marcellus Shale in NY and shipments of products for transloading such as frac sand, rubber mats, pipe, brine water, drill cuttings and other chemicals. This bridge must be maintained and rehabilitated to do this very important function for our company and our new customers and weight limits must be increased to provide Unit train capabilities. We cannot rely on truckers and need to economically manage our costs by using the rail network over this bridge to and from our property located in NY State. As I am sure you can understand, we must have rail service over the NS and this very important bridge to gateway our products efficiently.

In addition, freight traffic over the bridge through 2016 is expected to increase by 45% for inbound traffic and 37% for outbound traffic overall and Northeast Freight Transfer is a substantial part of this growth plan. NY will grow exponentially just like experienced in WV and PA.

Serious About Service
October 20, 2011

The Honorable Raymond LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider the TIGER III competitive grant applications, I wanted to take the opportunity to personally urge you to support an application for funding New York State’s Portageville Bridge Replacement Project, which will have an immediate and direct effect on Constellation Wines U.S. which is located in Canandaigua, NY.

In first 3 quarters 2011 we shipped 79 carloads via Finger Lakes Railway (FGLK) to and from the Norfolk Southern (NS). We utilize freight rail as an important component of our business model, and in particular, our company relies heavily upon the Southern Tier Route to deliver goods to remain economically competitive.

The Portageville bridge is critical to our handling of product of Syrup and Alcohol used as a raw material for our production. This bridge must be maintained and rehabilitated to do this very important function for our company. We cannot rely on truckers and need to economically manage our costs by using the rail network over this bridge to and from our property located in NY State. As you can see by these metrics we must have rail service over the NS and this very important bridge to gateway our products efficiently.

I sincerely appreciate your full and fair consideration of the Portageville Bridge TIGER III application.

With kind regards,

[Signature]

Rodney Dutton
Director Transportation Management
Constellation Wines U.S.
October 17, 2011

The Honorable Raymond LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider a number of TIGER II applications seeking grants, I wanted to take the opportunity on behalf of the Owego & Harford Railway (OHRY) to urge you to support an application for funding New York State’s Portageville Bridge Project, which will have an immediate and direct effect on the OHRY and many of the customers we serve.

The OHRY operates track in New York between Owego and North Harford, NY. At Owego, NY, we interchange with the Norfolk Southern and the Canadian Pacific for shipments to and from our customers. A considerable amount of that traffic comes over the Portageville Bridge. Our customers depend upon efficient and low cost transportation for products such as feed ingredients, lumber and other building materials, chemicals, minerals, and aggregates. OHRY upgrades provide the potential for handling railcars loaded at 286,000 lbs gross weight on rail. However, OHRY customers are unable to take advantage of this efficiency due to weight restrictions involving the Portageville Bridge. The construction of a new bridge will increase the weight capacity of the railcars we are able to ship across it, thereby increasing our fuel efficiency and making rail freight even more competitive versus less fuel-efficient trucks. The effect of any long-term closure of the Portageville Bridge and the severing of the Southern Tier could result in higher costs and less efficient routings for many of the customers who depend on their products moving over the bridge. Indeed, we fear that a significant percentage of that traffic would migrate to the highway. Because we are a small rail carrier, any loss of carloads and revenues, could hurt our ability to remain viable and competitive.

Furthermore, with the possible opening of Marcellus Shale drilling in New York State, 286k capability will be more important than ever. The ability to ship and receive these heavier cars will take many more trucks off the highways, easing congestion and resulting in less ‘wear and tear’ on the Federal, State, and local highway systems. Only by making these upgrades to the Portageville Bridge will this be possible.

The Portageville Bridge links not only Buffalo and Binghamton together along the Southern Tier, but more broadly extends OHRY reach and those of our customers into national and international markets.
Appreciably, construction of a new bridge with 286 capacity will usher in an era of sustained freight rail growth opportunities for the Southern Tier Corridor – a development which will benefit current and encourage new rail shipping customers. The importance of the Portageville Bridge for OHRY cannot be stressed enough.

I sincerely appreciate your full and fair consideration of this TIGER II application.

With kind regards,

[Signature]

Steve May,
President
THE NEW YORK, SUSQUEHANNA AND WESTERN RAILWAY CORPORATION
1 Railroad Avenue
Cooperstown, New York 13326
607-547-2555 ph.
607-547-5658 fax

Nathan R. Fenno
President
nfenno@nysw.com

October 12, 2011

The Honorable Raymond LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

RE: Norfolk Southern Portageville Bridge

Dear Secretary LaHood:

As you consider a number of applications seeking TIGER II grants, I am writing on behalf of The New York, Susquehanna and Western Railway Corporation (NYS&W) to urge you to support an application for funding New York State’s Portageville Bridge Project, which will have an immediate and direct effect on the NYS&W and many of the customers we serve.

The NYS&W operates over 400 miles of track in New York, New Jersey and Pennsylvania. Our operation extends from Syracuse, NY southerly to Binghamton, NY and then southeasterly along the Southern Tier of New York through Port Jervis, NY and Northern New Jersey to Jersey City, New Jersey, within the District of the Port of New York/New Jersey. Over the entire line, NYS&W is capable of handling the current industry standard 286,000-lb. cars.

At Binghamton, NY we interchange railcars with Norfolk Southern and Canadian Pacific for shipments to and from our on-line customers. The Portageville Bridge has presented a longstanding problem for NYS&W and our customers. The weight restrictions, and occasional outages, on the Portageville Bridge significantly limit our routing options, resulting in longer transport times, greater use of energy, greater expense to the customer and less competition. Our customers depend upon efficient and low cost transportation for products such as feed ingredients, lumber and other building materials, chemicals, aggregates, plastics, lumber, food products, paper products, motor vehicles, and metals.

Even with the restricted weight, a considerable amount of that traffic comes over the Portageville Bridge. The effect of any long-term closure of the Portageville Bridge and the severing of the Southern Tier would result in higher costs and less efficient routings for the customers who depend on their products moving over the bridge. Indeed, we fear that a significant percentage
of that traffic would migrate to the highway. Because we are a small rail carrier, any loss of carloads and revenues could hurt our ability to remain viable and competitive; many of our customers are similarly vulnerable to the negative impacts of higher costs and reduced business volumes.

The Portageville Bridge links not only Buffalo and Binghamton together along the Southern Tier, but more broadly extends NYS&W’s reach and those of our customers into national and international markets.

Construction of a new bridge will usher in an era of sustained freight rail growth opportunities for the Southern Tier Corridor – a development which will benefit current customers and encourage economic development in a region that has suffered since long before the current nation-wide economic difficulties. The importance of the Portageville Bridge for NYS&W cannot be stressed enough.

I sincerely appreciate your full and fair consideration of this TIGER II application.

Respectfully,

[Signature]
The Honorable Ray LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As members of the New York congressional delegation, we write to express our strong support for the New York State Department of Transportation’s Portageville Bridge Replacement Project application submitted through the TIGER III discretionary grants program. The program will leverage $17.5 million in private capital and $3 million in state funds to repair a critical link in our national transportation network.

Constructed in 1875, the Portageville Bridge is an essential segment of the Southern Tier route, which connects Buffalo and Chicago with Binghamton, New York City and New England. While the Portageville Bridge is approaching the end of its useful life, over 100,000 carloads traversed it last year alone. In its current condition, the bridge constrains both train speed and weight, leading to a significant bottleneck and systemic inefficiency. Completing this project would increase speeds by 250%, from 10mph to 35 mph, and increase maximum load capacity by 5%. This upgrade would provide much-needed operational assurance to the many shippers and shortline railroads that depend on the bridge.

Thank you for your consideration of the Portageville Bridge Replacement Project. We must upgrade our transportation infrastructure to keep New York competitive in the global economy, and we look forward to working with you towards that end.

Sincerely,

Kathleen C. Hochul NY-26
Member of Congress

Tom Reed NY-29
Member of Congress

Maurice Hinchey NY-22
Member of Congress

Paul Tonko NY-21
Member of Congress

Chris Gibson NY-20
Member of Congress

Eliot Engel NY-17
Member of Congress
October 17, 2011

The Honorable Raymond LaHood
Secretary
U.S. Department of Transportation
1200 New Jersey Ave, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider a number of TIGER II applications seeking grants, I wanted to take the opportunity on behalf of the Lehigh Railway (LRWY) to urge you to support an application for funding New York State’s Portageville Bridge Project, which will have an immediate and direct effect on the LRWY and many of the customers we serve.

The LRWY operates track in Pennsylvania between Sayre and Mehoopany, PA. At Sayre, we interchange with the Norfolk Southern for shipments to and from our customers, which originate from and travel via Norfolk Southern’s New York rail yards in Corning, NY and Elmira, NY on the Norfolk Southern’s Southern Tier line. A considerable amount of that traffic comes over the Portageville Bridge. Our customers depend upon efficient and low cost transportation for products such as feed ingredients, lumber and other building materials, chemicals, minerals, pulpwood, aggregates and products involved in the Marcellus Shale industry. Upgrades to the LRWY have provided the ability for handling railcars loaded at 286,000 lbs gross weight on rail. However, LRWY customers are unable to take advantage of this efficiency due to weight restrictions involving the Portageville Bridge. The construction of a new bridge will increase the weight capacity of the railcars we are able to ship across it, thereby increasing our fuel efficiency and making rail freight even more competitive versus less fuel-efficient trucks. The effect of any long-term closure of the Portageville Bridge and the severing of the Southern Tier could result in higher costs and less efficient routings for many of the customers who depend on their products moving over the bridge. Indeed, we fear that a significant percentage of that traffic would migrate to the highway. Because we are a small rail carrier, any loss of carloads and revenues, could hurt our ability to remain viable and competitive.

The Portageville Bridge not only links Buffalo and Binghamton together along the Southern Tier, but more broadly extends LRWY’s reach and those of our customers into national and international markets.
Appreciably, construction of a new bridge with 286 capacity will usher in an era of sustained freight rail growth opportunities for the Southern Tier Corridor — a development which will benefit current and encourage new rail shipping customers. The importance of the Portageville Bridge for LRWY cannot be stressed enough.

I sincerely appreciate your full and fair consideration of this TIGER II application.

With kind regards,

Steve May,
President
October 3, 2011

Raymond LaHood, Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, DC 20590

Dear Secretary LaHood:

I am writing to express my endorsement of the Portageville Bridge Replacement Project’s TIGER III application, being sponsored by the New York State Department of Transportation.

The 19th Century iron and steel Portageville Bridge is located within the 14,350 acre Letchworth State Park in upstate New York and is fast approaching the end of its useful life. This bridge serves as a vital east-west rail link, connecting Buffalo and other points west, like Chicago, with Binghamton, Albany, New England and the New York City metro region. Dozens of short line railroads, two Class I railroads and hundreds of New York businesses rely on efficient and consistent freight rail service that traverses this bridge.

The application proposes that a new bridge be built to allow for the current weight and speed restrictions to be lifted. This would greatly improve the quality of rail service and encourage growth in the rail industry. Replacing the Portageville Bridge will help ensure that New York’s rail system remains robust for many more years to come.

Again, I urge your favorable consideration of this critically important application. If you have any questions or concerns, please do not hesitate to contact me.

Sincerely,

Martin Malavé Dilan

MMD/mjt
October 10, 2011

The Honorable Raymond Lahood
Secretary, United States Department of Transportation
1200 New Jersey Avenue
Washington, D.C. 20590

Dear Sir:

As you consider “TIGER III” applications seeking grants, we wish to take an opportunity on behalf of Canadian Pacific (“CP”) and our Delaware and Hudson Railway subsidiary to urge you to support an application for funding New York State’s Portageville Bridge Project.

From its inception 130 years ago, CP has developed into a fully integrated and technologically advanced North American railway. We provide freight rail and intermodal services over a 15,400 route mile network across Canada and into the north-eastern and mid-western United States.

CP uses the “Southern Tier” corridor between the mid-western United States and Canada to move traffic to Binghamton, NY – by way of a haulage agreement with the Norfolk Southern Railway. Although CP has alternate routings to New York State, the Southern Tier routing provides the most direct and efficient rail route between certain points on our network and southwestern New York and Pennsylvania.

Like Norfolk Southern, and the short line railways that depend on the Southern Tier route, CP is hampered by the Portageville Bridge’s inability to handle industry-standard 286,000 pound loadings – now the norm in North American railroading. As a result, the current restriction of 273,000 pound gross is a limiting economic factor on the entire route.

The effect of any long term closure of the Portageville Bridge and the severing of the Southern Tier corridor as a through route could result in higher costs and less efficient options for many of the customers who depend on their products moving over this bridge. Upgrading the bridge will play an important part in strengthening cross-border trade between Canada and the United States, creating economic benefits for America. An intact Southern Tier corridor offers the best opportunity to expand further cross-border trade moved by rail, delivering even more freight efficiently between the US East Coast and points on CP’s continental network.
Under our haulage agreement with the Norfolk Southern Railway, CP will provide a portion of the Portageville Bridge upgrade project's cost, based upon our proportionate use of the structure. This demonstrates our view of the strategic importance of the Southern Tier route to our long term network vision and operation plan – and we are willing to fulfill this obligation should an application for funding be approved.

Appreciably, construction of a new bridge will usher in an era of sustained freight rail growth opportunities for the Southern Tier corridor across New York – a development which will benefit current rail shippers and encourage growth of our sustainable form of transportation product.

We sincerely appreciate your full and fair consideration of this TIGER III application.

Sincerely,

CANADIAN PACIFIC RAILWAY COMPANY LTD

[Signature]

S.I. Smith

General Manager – Strategic Network Development
October 20, 2011

The Honorable Raymond LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider the TIGER III competitive grant applications, I wanted to take the opportunity to personally urge you to support an application for funding New York State’s Portageville Bridge Replacement Project, which will have an immediate and direct effect on Carovail who is located in Auburn, NY.

In first 3 quarters 2011 we shipped 92 carloads carloads received both are increasing due to demand in the marketplace for rail via Finger Lakes Railway (FGLK) to and from the Norfolk Southern (NS). We utilize(s) freight rail as an important component of our business model, and in particular, our company rely heavily upon the Southern Tier Route to deliver goods to remain economically competitive.

The Portageville Bridge is critical to our handling of product for our Fertilizer Shipments. This bridge must be maintained and rehabilitated to do this very important function for our company. We cannot rely on truckers and need to economically manage our costs by using the rail network over this bridge to and from our property located in NY State. As you can see by these metrics we must have rail service over the NS and this very important bridge to gateway our products efficiently.

In addition, freight traffic over the bridge through 2016 is expected to increase by 45% for inbound traffic and 37% for outbound traffic overall and Carovail is a substantial part of this farmers & railway growth.

The Portageville Bridge provides a crucial link to not only Buffalo and Binghamton along the Southern Tier route but more broadly to New York, domestic markets, and international consumers.
Appreciably, construction of a new bridge will usher in an era of sustained freight rail growth opportunities for the Southern Tier Route – a development which will benefit current customers and encourage new industries to ship via rail. The importance of the Portageville Bridge for New York and many other rail customers cannot be stressed enough.

I sincerely appreciate your full and fair consideration of the Portageville Bridge TIGER III application.

With kind regards,

Cliff Love
Owner
CaroVail, Inc.
53 Columbus Street
Auburn, NY 13021
clove@carolina-eastern.com
October 20, 2011

The Honorable Raymond LaHood
Secretary, U.S. Department of Transportation
1200 New Jersey Avenue, SE
Washington, DC 20590

Dear Secretary LaHood:

As you consider the TIGER III competitive grant applications, I wanted to take the opportunity to personally urge you to support an application for funding New York State’s Portageville Bridge Replacement Project, which will have an immediate and direct effect on the Western New York & Pennsylvania Railroad (WNYP).

The WNYP operates track in New York and Pennsylvania between Meadville, PA and Hornell, NY. At Hornell and Meadville, we interchange with the Norfolk Southern for shipments to and from our customers. A considerable amount of that traffic comes over the Portageville Bridge. Our customers depend upon efficient and low cost transportation for products such as feed ingredients, lumber and other building materials, chemicals, minerals, and aggregates.

We are already hampered by the NS inability to handle traffic from Buffalo to Hornell that is loaded to the rail industry’s 286,000-pound standard because the Portage Bridge has a 273,000-pound weight limitation. WNYP car loadings are showing substantial increases due to drilling activity in the Marcellus Shale Gas Field. Customers receiving frac sand, pipe and other drilling supplies are impacted by the weight limitation.

The construction of a new bridge will increase the weight capacity of the railcars we are able to ship across it, thereby increasing our fuel efficiency and making rail freight even more competitive versus less fuel-efficient trucks. In addition, freight traffic over the bridge through 2016 is expected to increase by 45% for inbound traffic and 37% for outbound traffic.

The Portageville Bridge provides a crucial link to not only Buffalo and Binghamton along the Southern Tier route but more broadly to New York, domestic markets, and international consumers.

~ Safety / ME / WNYP ~
The Honorable Raymond LaHood  
Secretary, U.S. Department of Transportation  
October 20, 2011

Appreciably, construction of a new bridge will usher in an era of sustained freight rail growth opportunities for the Southern Tier Route – a development which will benefit current customers and encourage new industries to ship via rail. The importance of the Portageville Bridge for New York and many other rail customers cannot be stressed enough.

I sincerely appreciate your full and fair consideration of the Portageville Bridge TIGER III application.

Sincerely,

[Signature]

Carl P. Belke  
President & Chief Operating Officer