



**KEYSTONE STATE
RAILROAD ASSOCIATION**

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Buffalo & Pittsburgh Railroad, Inc.
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Canadian Pacific
Central New York
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The Everett Railroad Company
Lehigh Valley Rail Management, LLC
Norfolk Southern Corporation
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Oil Creek & Titusville Lines, Inc.
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The Philadelphia Belt Line Railroad Company
Pittsburgh & Ohio Central Railroad
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RJ Corman Railroad
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Unitrac Railroad Materials

VIA FACSIMILE

January 27, 2014

The Honorable Robert P. Casey, Jr
United States Senate
393 Russell Senate Office Building
Washington, DC 20510

Dear Senator Casey:

On behalf of the Keystone State Railroad Association, I would like to communicate our opposition to recent bills at the federal level relative to truck size and weight. As Congress continues its work on a long-term surface transportation bill this year, the local freight rail companies across the state would like to express strong opposition to increasing the existing weight and length limits of tractor-trailer vehicles. The bill, H.R. 612, attempts to increase single-trailer truck weights from 80,000- to 97,000-pounds. This bill, which mirrors S. 747 in the 112th Congress, was defeated by a bipartisan House vote. We are opposed due to concerns over rail diversion and job loss.

Many of our members, particularly short line railroads, are already experiencing fewer loads due to freight diverting from rail to highways. It has been noted in recent studies that increasing truck weights by eight and a half tons would result in 17-19% in overall rail traffic. At a time when we should be focused on retaining and creating jobs among our state's small businesses, putting more freight on highways has proved counterintuitive to job growth.

It is important to note that railroads move cargo nearly four times as far as trucks on a single gallon of fuel and emit one-third the pollutants per ton-mile as trucks. Diverting freight from railroads to highways has serious implications for our environment. By allowing bigger trucks and increasing their already large subsidy, Congress would create an even larger incentive for shippers to use trucks for long-haul transportation rather than other more fuel-efficient modes like rail or barge. This is why increases in truck size and weight have never led to fewer trucks on the road.

The Keystone State Railroad Association asks that you oppose any bill to increase truck lengths or weights. We trust that you will await the results from the congressionally mandated USDOT study before making your recommendations.

Sincerely,

Kimberly B. Smith
President
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