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**THE SENATE
STATE OF MICHIGAN**

APPROPRIATIONS COMMITTEE
SUBCOMMITTEE
ON HEALTH, EDUCATION,
DEPARTMENT OF COMMUNITY HEALTH,
ECONOMIC DEVELOPMENT,
BANKING AND FINANCIAL INSTITUTIONS,
COMMERCE AND TOURISM

December 6, 2007

Mr. Vernon A. Williams
Secretary
Surface Transportation Board
395 F. Street S.W.
Washington, DC 20423-0001

Regarding
STB Finance Docket No. 35063
Michigan Central Railway, LLC
Acquisition and operation exemption
Lines of Norfolk Southern Railway Company

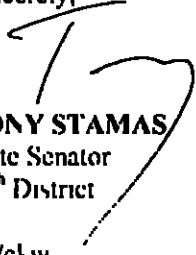
Dear Secretary Williams:

The purpose of this letter is to comment on the above referenced matter. The shippers that use the Grand Rapids, Michigan to Elkhart, Indiana rail line do not oppose the joint venture transaction between the Norfolk Railway (NSR) and Michigan Central Railway, LLC (MCR) provided the Surface Transportation Board imposes a condition to build a direct rail connection from the MCR to MQT railroad in Grand Rapids, Michigan.

The shipper's ability to be competitively served by the NSR through the MQT is constrained today by the required CSX Transportation, INC (CSX) interchange in Grand Rapids, MI. The proposed transaction to transfer NSR's Grand Rapids, MI to Elkhart, Ind. rail line to Michigan Central Railway, LLC (MCR) will add a fourth carrier to the route creating additional costs and delivery delays.

My office supports the Dow Chemical Company comments and request that the STB require MCR and/or NSR to construct a direct rail connection to the MQT in Grand Rapids. This MCR and/or NSR connection will preserve the existing three carrier traffic situation and to ensure that competition exists on this rail line.

Sincerely,


TONY STAMAS
State Senator
36th District

IS/ckw