



August 11, 2008

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Anne K. Quinlan
Acting Secretary
Surface Transportation Board
395 E Street, SW
Washington, DC 20024

223183

RE: STB Finance Docket No. 35147
Proposed Norfolk Southern / Pan Am Railways Transaction

Dear Acting Secretary Quinlan:

I am writing to offer the enclosed verified statement in support of the proposed Norfolk Southern / Pan Am Railways transaction. We support the transaction application subject to certain concerns and conditions which could negatively impact non-Patriot Corridor service and competitiveness.

Sincerely,

A handwritten signature in black ink, appearing to read 'Erik G. Bohn'. The signature is stylized with a large, looped 'E' and a trailing flourish.

Erik G. Bohn
Director, Logistics
Region Americas

BEFORE THE
SURFACE TRANSPORTATION BOARD

FINANCE DOCKET NO. 35147

PROPOSED NORFOLK SOUTHERN / PAN AM RAILWAYS TRANSACTION

VERIFIED STATEMENT

OF

ERIK G. BOHN

My name is Erik G. Bohn and I am Director of Logistics at Omya Inc. My company processes, sells and tenders for transport Calcium Carbonate, in slurry and dry forms, throughout North America. The majority of our shipped volume moves by rail, which we rely upon extensively. An efficient and cost competitive transportation infrastructure is essential to the success of our business, and to that of our customers. I am writing to offer my company's support for the proposed joint venture between Norfolk Southern and Pan Am Railways. While we urge the Board to approve it as promptly as is possible, we request that the Board carefully evaluate the potential of any negative impact(s), even if unintended, on a number of regional Class III railroads, upon which my company depends heavily.

Our largest North American processing facility is located in Florence, Vermont. The Vermont Railway (VTR) services this important facility and originates all outbound rail traffic from it. In Rutland, Vermont, VTR interchanges our traffic with Green Mountain Railroad (GMRC) for movement southeast to Bellows Falls, Vermont. Here our traffic is interchanged with New England Central Railroad (NECR) for movement

south to Palmer, Massachusetts and furtherance via CSX Transportation (CSX), or with Springfield Terminal Railroad (ST), operating over NECR trackage, for furtherance to destinations located in Maine. Recently, an interchange between VTR and ST was reopened at Hoosic, New York. From this point, traffic can now be handled by ST east to Maine destinations or west to Rotterdam Junction, New York and Mechanicville, NY for furtherance via CSX and Norfolk Southern (NS), respectively. In Rutland, VTR also interchanges our traffic with Clarendon & Pittsford Railroad (CLP) for movement west to Whitehall, New York and furtherance via CP Rail (CP).

We believe this transaction can be in the best interests of New England businesses for expanding rail service alternatives from, to and within New England. But it must also consider the impact of certain interchange relationships VTR has with other regional railroads, particularly Boston and Maine (B&M), ST and NECR.

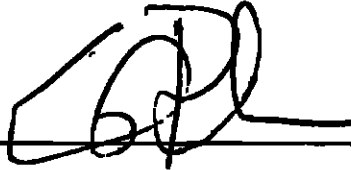
The transaction should promote rail infrastructure improvements along one of the primary rail arteries in New England. We depend upon this east – west rail artery heavily, servicing our New England customers as well as other customers throughout North America. Other, Pan AM Southern (PAS) trackage, not contained within the proposed Patriot Corridor, must also be maintained, or given the ability to expand and improve. Increased competition for the movement of goods into and out of the New England region can help to control rates and improve service offerings. But there are potential consequences of this transaction that can result in decreased service offerings with VTR and GMRC. This is of great importance and concern to us in order to allow our largest North American plant to adequately compete on a North American, and Global, basis.

Improvements to rail service reliability and cost can encourage the continued removal of more freight from New England area highways, benefiting the environment and reducing congestion. With adequate protection to existing commercial and operational services, we feel this is an important step to improve service, enhance efficiencies and promote growth of transportation options in, and for, the New England region.

In conclusion, we support the application of the Norfolk Southern – Pan Am transaction subject to certain concerns and conditions which could negatively impact non-Patriot Corridor service and competitiveness. We support VTR's concerns and conditions.

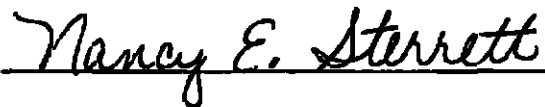
VERIFICATION

Erik G. Bohn, being duly sworn, deposes and says that the foregoing is true and correct,
to the best of his knowledge, information and belief.

A handwritten signature in black ink, appearing to be 'Erik G. Bohn', written over a horizontal line.

Erik G. Bohn

Subscribed and sworn to before me this 14th day of August, 2008

A handwritten signature in black ink, appearing to be 'Nancy E. Sterrett', written over a horizontal line.

Notary Public



NANCY E. STERRETT
Notary Public, State of Ohio
My Commission Expires 07-20-2013