



MORRISTOWN & ERIE RAILWAY INC.

OFFICE ADDRESS:
49 ABBETT AVENUE
MORRISTOWN, NJ 07960

MAILING ADDRESS:
P.O. Box 2206
MORRISTOWN, NJ 07962-2206

April 18, 2006

#E1-2081

Phillis Johnson-Ball
Surface Transportation Board
1925 K Street NW
Washington, DC 20423

Attention: Finance Docket No. 34797

Dear Ms. Ball:

I represent as Director of Marketing for the Morristown & Erie Railway serving rail transportation needs in Morris County New Jersey.

I am taking this opportunity to respond to your letter of April 7, 2006, regarding New England Transrail's proposal to develop a transrail loading facility in Wilmington, Massachusetts.

In order to maintain a viable national rail network transportation system which can compete with long-haul trucking it is necessary to develop adequate truck-to-rail transloading facilities in destinations close to dense urban areas. The northeast, in general, and the Boston metropolitan area, in particular, has a shortage of capacity of such infrastructure.

The environmental and other health, safety and economic benefits are overwhelming.

As pointed out by numerous impartial professional organizations, such as State Highway and Transportation Officials in their report on *Transportation Invest In America—Freight-Rail Bottom Line Report*, which can be found at www.bookstore.transportation.org/Item_details.aspx?id=216, "railroads provide significant environmental benefits" over long-haul trucking of freight.

US EPA studies estimates that trucks emit up to "12 times more pollutants per ton-mile than do railroads".

According to the American Society of Mechanical Engineers, "2.5 million fewer tons of carbon dioxide would be emitted into the air annually if 10 percent of intercity freight now moving by highway were shifted to rail."

In addition to lower air pollution, shifting intercity freight from trucks to rail freight will improve highway safety, by decreasing incidents of truck accidents on highways, decrease fiscal burdens on state, local and the federal government for bridge and highway maintenance and repair, and decrease traffic congestion and noise, as well as lowering the transportation costs of freight in and out of eastern Massachusetts.

I urge you to take into account the environmental and other benefits to be enjoyed to the extent that NET's project will allow a shift of freight from truck to rail.

Sincerely,

A handwritten signature in cursive script, appearing to read "Bill Phillips".

Bill Phillips