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February 16, 2005

Honorable Vernon A. Williams
Secretary
Surface Transportation Board
1925 K Street, N.W.
Suite 700
Washington, DC 20423

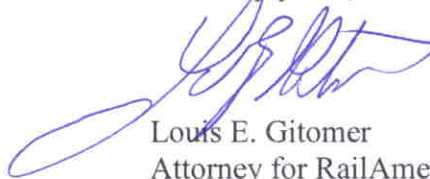
RE: Finance Docket No. 34662, *CSX Transportation, Inc.—Petition for Declaratory Order*

Dear Secretary Williams:

Enclosed for electronic filing are the comments of RailAmerica, Inc. in support of CSX Transportation, Inc.

If you have any questions, please contact me.

Sincerely yours,

A handwritten signature in blue ink, appearing to read "L. Gitomer", is written over the typed name.

Louis E. Gitomer
Attorney for RailAmerica, Inc.

Enclosures



RailAmerica, Inc.

Charles Swinburn
Chief Executive Officer

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Honorable Vernon Williams
Secretary
Surface Transportation Board
1925 K Street, NW
Washington, DC 20423-0001

February 16, 2005

Ref: Petition of CSX Transportation, Inc. for Declaratory Order Concerning District of Columbia Hazardous Materials Ordinance; Docket 34662

Dear Secretary Williams:

I am writing to express RailAmerica's support for CSX Transportation's Petition for a Declaratory Order concerning the District of Columbia's Ordinance restricting transportation of hazardous materials through the District. RailAmerica joins CSX in its arguments that federal regulation of the railroad system preempts local regulatory schemes such as that passed by the District of Columbia.

While RailAmerica is a member of the Association of American Railroads and is thus a participant in the Association's separate comments to the Board, I wanted to write individually to express our concern about the possible precedential effects on the short line railroad industry should the District's ordinance be allowed to stand.

RailAmerica owns and operates 36 railroads in this country, in 26 states. Our railroads carry products classified as hazardous materials and frequently pass near or through towns and small cities. We are quite concerned about the precedent that would be established should the District of Columbia's regulatory scheme be sustained, and should other metropolitan areas and towns then pursue similar parochial legislation.

RailAmerica, like most, if not all, short lines usually does not have the option of re-routing hazardous materials away from or around specific towns or cities. Frequently, our shipments travel on the only rail route available to connect to a mainline. Additionally, if the D.C. ordinance prevails, various localities might well craft legislation resulting in a variety of differing rules for RailAmerica's railroads. This would reduce operating efficiency and, ultimately, hinder safe rail operations.

For these reasons, RailAmerica supports CSX Transportation in its pursuit of a Declaratory Order from the Board.

Sincerely,

Charles Swinburn
Chief Executive Officer

CERTIFICATE OF SERVICE

I hereby certify that a copy of the foregoing was mailed to the following parties on February 16, 2005:

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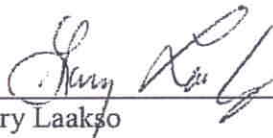
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Gary Laakso