



# Defiance County Board of Commissioners

*Ryan Mack, Michael W. Pocratsky, and Gary L. Plotts*

October 12, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.

Dear Secretary Chao,

The Defiance County Commissioners are happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

**500 Court Street, Suite A**  
**Defiance, Ohio 43512**  
**Email: [commissioners@defiance-county.com](mailto:commissioners@defiance-county.com)**

**Phone: 419-782-4761**  
**Fax: 419-782-8449**  
**[www.defiance-county.com](http://www.defiance-county.com)**



**Defiance County**  
**Board of Commissioners**  
*Ryan Mack, Michael W. Pocratsky, and Gary L. Plotts*

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Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,  
Defiance County Commissioners

Ryan Mack

Michael W. Pocratsky

Gary L. Plotts

# Henry County Commissioners

Henry County Office Complex, 1853 Oakwood Avenue, Napoleon, OH 43545  
Phone: 419-592-4876 Fax: 419-592-4016 E-mail: commissioners@henrycountyohio.com



**Board of County  
Commissioners:**

Glenn A. Miller  
Thomas H. VonDeylen  
Robert E. Hastedt

**Clerk:**

Kristi Schultheis

**Administrative  
Assistant:**

Cathy Behnfeldt

**Office Hours:**

8:00 am to 4:30 pm  
Monday – Friday

**Website:**

henrycountyohio.com

October 12, 2017

Elaine Chao

Secretary of Transportation

Office of the Secretary

1200 New Jersey Avenue, S.E.

Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application  
for the Revitalization of the ND&W Ohio &  
Indiana Rail Line.**

Dear Secretary Chao,

The Henry County Commissioners are happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana.

Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,



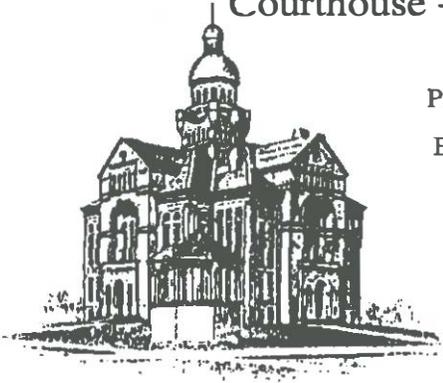
Glenn A. Miller, President

# Paulding County Commissioners

Courthouse — 115 North Williams Street — Room B-1  
Paulding, Ohio 45879

Phone: (419) 399-8215 Fax: (419) 399-8299

E-Mail: [pccommissioners@pauldingcountyoh.com](mailto:pccommissioners@pauldingcountyoh.com)



October 12, 2017

Elaine Chao, Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.**

Dear Secretary Chao,

The Paulding County Commissioners are happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a line long ignored by previous owners to a state of good repair. These track repairs will improve the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,

Roy Khyfenstein      Tony [unclear]      Mark Holbrook



**BOARD OF COMMISSIONERS OF THE COUNTY OF ALLEN**

Citizens Square, Suite 410 · 200 East Berry Street · Fort Wayne, IN 46802

Phone: 260.449.7555 TDD: 260.449.7881 FAX: 260.449.7568

**Therese M. Brown      Nelson Peters      Linda K. Bloom**

April 15, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ORDC TIGER Application  
for the Revitalization of the ND&W Ohio &  
Indiana Rail Line.**

Dear Secretary Foxx,

Allen County, Indiana is the economic hub of northeast Indiana and shares its eastern border with the State of Ohio. The Board of Commissioners of the County of Allen would like to offer its support to the Ohio Rail Development Commission (ORDC) and its proposed TIGER project to improve 46 miles of the Napoleon, Defiance, & Western Railway (ND&W) tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W project clearly meets many of the TIGER Program goals and objectives.

The \$11 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate. Allen County has spent millions of dollars in recent years attempting to increase rail safety through the elimination of at-grade rail crossings. However, even if we eliminate the chance of a collision between vehicular and rail traffic, we haven't addressed the issue of trains derailing from their tracks. A Norfolk Southern train derailed in Allen County in September 2014. Thankfully it was empty, but with the amount of rail lines crisscrossing our county, we know a derailment can happen at any time.

Our support doesn't just center on safety, the proposed project will enhance the economic competitiveness of the area as well. Currently track conditions on the ND&W prevent shippers on the east end of the line from effectively using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX. Woodburn has

been attempting to develop an industrial park that would be serviced by this rail line. Improvements to the line will help develop the 53.5 acre site.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,800 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

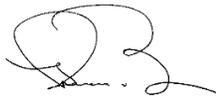
Thank you for taking our views into consideration.

Sincerely,

The Board of Commissioners of the County of Allen, Indiana



Linda K. Bloom



Therese M. Brown



Nelson Peters



October 16, 2017

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D. C. 20590

**Re: Support for the TIGER Application for the Revitalization of the ND& W Ohio & Indiana Rail Line.**

Dear Secretary Foxx,

Defiance County Economic Development is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND& W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND& W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND& W prevent shippers on the east end of the line from using the ND& W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND& W's Defiance interchange. The problem is that track conditions in the mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND& W rail users to both NS and CSX.

The dual rail access that ND& W would be able to provide would impact shippers that employ over 2,800 people on Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage, Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND& W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly four lane US 24 highway as a front door, and dual rail access from the ND& W at the back door, the proposed project would greatly enhance the economic development potential of the region.



**Defiance County Economic Development**

1300 East Second Street, Suite 201

Defiance, Ohio 43512

[www.defecon.com](http://www.defecon.com)

Finally, the ND& W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

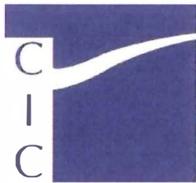
Sincerely,

A handwritten signature in blue ink that reads "Jerry Hayes". The signature is written in a cursive style with a large, looping initial "J".

Jerry Hayes

Executive Director

Defiance County Economic Development



HENRY COUNTY  
COMMUNITY IMPROVEMENT CORPORATION

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October 10, 2017

Elaine Chao

Secretary of Transportation

Office of the Secretary

1200 New Jersey Avenue, S.E.

Washington, D.C. 20590

**RE: Support for the ND&W TIGER  
Application for the Revitalization of the  
ND&W Ohio & Indiana Rail Line.**

Dear Secretary Chao,

The Henry County Community Improvement Corporation is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

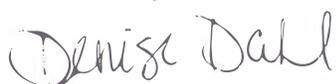
The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,

A handwritten signature in cursive script that reads "Denise Dahl".

Denise Dahl, MPA  
Executive Director  
Henry County CIC

# *Paulding County Economic Development, Inc.*

A 501c3 non-profit corporation  
101 East Perry St., Paulding, OH 45879  
Phone 419-399-8282 Fax 419-399-8284  
Jerry L. Zielke, Director  
Email [pced63director@gmail.com](mailto:pced63director@gmail.com)  
[www.pced.net](http://www.pced.net)



October 10, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

## **RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.**

Dear Secretary Chao,

The Paulding County Economic Development board is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration of this very important project.

Sincerely

*Jerry L Zielke*

Jerry L Zielke, PCED Director

President Northwest Regional Economic Development Association

**Paulding County Economic Development Board**

**Randy (David) Derck**

Antwerp CIC

**Greg Reinhart**

Mayor Association

**Dennis Recker**

At Large Member

**Robert Fisher**

Paulding CIC

**Tim Copsey**

Industrial/Business

**Tim Franklin**

Planning Commission

**John Kobee, President**

Financial Institutions

**Larry Manz, Vice President**

At Large Member

**Sarah J. Noggle, Sec/Treasurer**

OSU Extension

**James States**

Oakwood Development Company

**Mike Kauser**

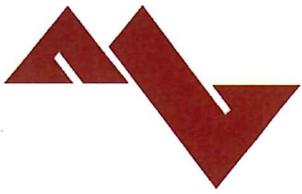
Paulding Co Township Assn.

**Joe Burkard, P.C. Prosecutor**

Non-Voting Member

**Our Mission Statement**

**To assist Business, Industry and Local Government in developing job opportunities and prosperity in Paulding County.**



# Maumee Valley Planning Organization

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Serving Defiance, Fulton, Henry, Paulding, and Williams Counties

October 12, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER  
Application for the Revitalization of the  
ND&W Ohio & Indiana Rail Line.**

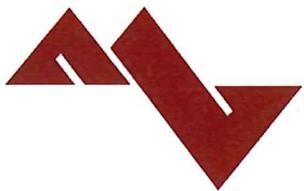
Dear Secretary Chao,

The Maumee Valley Planning Organization (MVPO) is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

As a designated Regional Transportation Planning Organization, MVPO is responsible for developing, maintaining and updating a long range transportation plan for the counties of Defiance, Fulton, Henry, Paulding and Williams counties in Northwest Ohio. Included in that Plan is a prioritized Project List which is developed collaboratively with local elected officials, stakeholders and members of the public. The proposed project is included on the Plan Project List and as such is an important regional priority for the MVPO area.

The \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the MVPO planning region. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.



# Maumee Valley Planning Organization

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Serving Defiance, Fulton, Henry, Paulding, and Williams Counties

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for your time and consideration of this important project.

Sincerely,

Dennis Miller  
Executive Director

# Northeastern Indiana Regional Coordinating Council



October 17, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.**

Dear Secretary Chao,

The Northeastern Indiana Regional Coordinating Council (NIRCC) is pleased to submit this letter of support for the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER Grant project to improve 46 miles of track between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W proposal is consistent with the TIGER Grant Program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. The track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area, including Northeast Indiana. Current track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The primary problem is the mid-section of this line cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users with connectivity to both the Norfolk Southern and CSX Railroads.

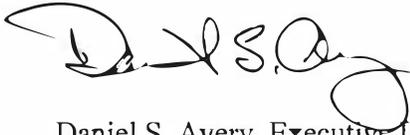
The dual rail access will improve shipping opportunities to numerous businesses that employ over 2,000 people in Ohio and Indiana. The businesses include Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials will be able to market the dual rail access to attract new business to

thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. The dual rail access coupled with the newly improved US 24 Corridor will greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read 'D. S. Avery', with a large, stylized flourish at the end.

Daniel S. Avery, Executive Director  
Northeastern Indiana Regional Coordinating Council



**GREATER  
FORT WAYNE INC.**  
METRO CHAMBER ALLIANCE

200 E Main Street, Suite 800  
Fort Wayne, IN 46802

260 420-6945  
info@GreaterFortWayneInc.com  
GreaterFortWayneInc.com

April 1, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for the ORDC TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.

Dear Secretary Foxx:

Greater Fort Wayne Inc is happy to support the Ohio Rail Development Commission (ORDC) proposed TIGER project to improve 46 miles of the Napoleon, Defiance, & Western Railway (ND&W) tracks between Woodburn, Indiana and Napoleon, Ohio. We believe that the ND&W project clearly meets many of the TIGER Program goals and objectives.

The \$11 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from effectively using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,800 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "L. Scott Naltner", with a long horizontal flourish extending to the right.

L. Scott Naltner

Director of Business Development



# Henry County Engineer

Timothy J. Schumm, P.E., P.S.

E-mail: [hce@henrycountyohio.com](mailto:hce@henrycountyohio.com)

660 North Perry Street, Courthouse, Napoleon, Ohio 43545

Website: [www.henrycountyengineer.com](http://www.henrycountyengineer.com)

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April 22, 2016

The Honorable Anthony R. Foxx  
Secretary  
US Department of Transportation  
1200 New Jersey Avenue SE  
Washington DC 20590-0001

Dear Honorable Foxx:

I am writing in support of Pioneer Railcorp/NDW's (NDW) request for funding through the Transportation Investment Generating Economic Recovery (TIGER) Grant.

Immediate action is necessary to rehabilitate, revitalize, and bring 46 miles of track included in the Project up to FRA Class I (10-25MPH) operating standards. NDW's 53-mile long line extending from Woodburn, Indiana to Liberty Center, suffers from years of deferred maintenance by previous owners, one who went bankrupt and left, and another who collected revenues from the line, but did not put any revenues back in – either in the form of maintenance or capital investment. As a result of these two previous owners, the line is in deplorable condition, so much so that service ceased on certain segments of the line (since restored). When NDW purchased the line in December, 2012, it was arguably the worst maintained track in Ohio, and likely one of the worst maintained rail lines in the nation. The line was in such bad shape that derailments were a daily occurrence. In fact, the 12 miles of the line between Defiance and Cecil were out of service and completely impassible. The condition of the Defiance to Cecil line segment forced NDW, upon taking ownership of the line to in effect, run two railroads: (1) a line from Woodburn to Cecil, and (2) a line from Defiance to Napoleon. (See attached map).

Because NDW does not have adequate funds to rehabilitate and restore this middle 12 mile segment, this means that shippers on the east end of the line are captive to CSX interchanges and cannot effectively use the NDW's interchange with Norfolk Southern Railway Company in Woodburn, Indiana, which is located on the west end of the line. Likewise, rail users on the west end of the line cannot effectively use the interchange with CSX Transportation, Inc., which is located on the east end of the line in Defiance. This middle section of the line between (approximately) milepost 52 and (approximately) milepost 64 has been out of service for a long time, and simply cannot handle any substantial train loadings, and NDW does not have sufficient funds to restore service on this middle section to Class I status. If the Project is funded, parts of the Project funds will be directed to restoring this 12 mile segment to Class I operating condition, which will create a through route and allow all shippers the choice to use either NS or CSX. It will also mean that HSR and commuter rail would once again be feasible.

Engineer: (419)592-2976

Mapping: (419)592-6375  
Fax: (419)592-5508

Surveyor: (419)599-2327

While NDW's actions did not cause the line's problems or contribute to the line's condition, NDW is willing to lead efforts to solve the line's problems, and return the line to full operating capability. However, NDW, as a small short line railroad, simply does not have sufficient funds to spend the \$12 million required to rehabilitate and revitalize (to fix problems caused by decades of lack of proper maintenance by previous owners) the entire 46 mile line to bring it back to Class I operating status, and still have enough funds to maintain the line in a State of Good Repair at Class I standards. Thus, NDW seeks a true public/private partnership to rehabilitate and revitalize NDW's 46 mile line, which will return the line to full operating capability. Rehabilitation and restoration of the line will allow shippers on the line true competitive access to two Class I railroads, NS and CSX, for the first time in decades and provide the opportunity for HSR and/or commuter rail.

I encourage your careful and thoughtful consideration of this application.

Sincerely,

A handwritten signature in black ink, appearing to read "Timothy J. Schumm". The signature is fluid and cursive, with a long horizontal stroke at the end.

Timothy J. Schumm, P.E., P.S.  
Henry County Engineer

Contact Information

77 S. High Street  
Columbus, Ohio 43215-6111  
(614) 466-3760  
Email: Rep81@ohiohouse.gov

Committees  
Ways & Means  
Judiciary  
Government Accountability & Oversight

**ROBERT MCCOLLEY**  
State Representative, 81<sup>st</sup> House District

March 28, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application for  
the Revitalization of the ND&W Ohio & Indiana Rail  
Line.**

Dear Secretary Foxx,

I am happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. I believe that the ND&W proposal clearly meets many of the TIGER Program goals and objectives.

The nearly \$11 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long out of service mid-section of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,000 people in Ohio and Indiana including

businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly 4 lane US 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a Public-Private Partnership.

Thank you for taking our views into consideration.

Sincerely,

A handwritten signature in black ink that reads "Robert McColley". The signature is written in a cursive, flowing style.

Robert McColley  
State Representative  
81st House District

ROBERT E. LATTA  
5TH DISTRICT, OHIO

DEPUTY WHIP

COMMITTEE ON  
ENERGY AND COMMERCE

SUBCOMMITTEE ON  
COMMUNICATIONS AND TECHNOLOGY  
VICE CHAIRMAN

SUBCOMMITTEE ON  
ENERGY AND POWER

SUBCOMMITTEE ON  
ENVIRONMENT AND THE ECONOMY

**Congress of the United States**  
**House of Representatives**  
**Washington, DC 20515-3505**

April 20, 2016

WASHINGTON OFFICE:  
2448 RAYBURN HOUSE OFFICE BUILDING  
(202) 225-6405

DISTRICT OFFICES:  
1045 NORTH MAIN STREET  
SUITE 6  
BOWLING GREEN, OH 43402  
(419) 354-8700

101 CLINTON STREET  
SUITE 1200  
DEFIANCE, OH 43512  
(419) 782-1996

318 DORNEY PLAZA  
ROOM 302  
FINDLAY, OH 45840  
(419) 422-7791

The Honorable Anthony R. Foxx  
Secretary  
U.S. Department of Transportation  
1200 New Jersey Avenue SE  
Washington, DC 20590-0001

Dear Secretary Foxx,

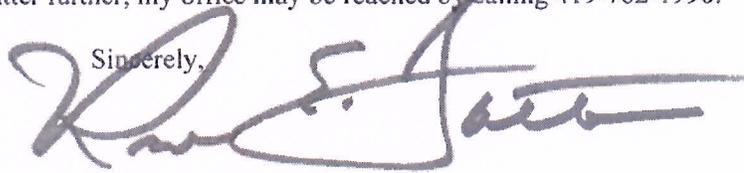
I am writing in support of the Ohio Rail Development Commission's application for \$7,150,000 in TIGER grant funding to improve Pioneer Railcorp, also known as the Napoleon, Defiance, & Western Railway's (ND&W) 46 miles of track between Woodburn, Indiana and Napoleon, Ohio. This project would significantly enhance economic development opportunities for current and future industries along this line. ND&W would contribute \$3,850,000 to the project.

The proposed project would raise the track from excepted status, the lowest classification of track over which a railroad can operate, to the Federal Railroad Administration's Class I track freight operation. Current track conditions do not allow users access to ND&W's interchange with Norfolk Southern in Woodburn, Indiana and it also prohibits effective use of CSX service through ND&W's interchange in Defiance, Ohio. This project would improve the entire line to allow access for ND&W rail users to both Norfolk Southern and CSX.

ND&W's proposed dual rail access would assist shippers who employ over 2,000 workers in Ohio and Indiana. Additionally, it could be used as an economic development tool as the area could boast dual rail access as well as a major four-lane highway in U.S. Route 24.

Given the significant economic impact this project would have in my district, I encourage your careful consideration of the Ohio Rail Development Commission's application for funding. Should you have questions or wish to discuss this matter further, my office may be reached by calling 419-782-1996.

Sincerely,



Robert E. Latta  
Member of Congress

REL/ks

# United States Senate

WASHINGTON, DC 20510

April 21, 2016

The Honorable Anthony R. Foxx  
Secretary of Transportation  
U.S. Department of Transportation  
1200 New Jersey Avenue S.E.  
Washington, D.C. 20590

Dear Secretary Foxx,

I write to bring to your attention the competitive grant application submitted by the Napoleon, Defiance & Western Railway (ND&W) for funding in the 2016 Transportation Investment Generating Economic Recovery (TIGER) program. This proposal seeks assistance to improve 46 miles of railway tracks between Woodburn, Indiana and Napoleon, Ohio.

I understand that the nearly \$11 million in track upgrades will return the rail line to a state of good repair. These upgrades will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users.

Please give all due consideration to this request. If there are any questions, please contact my grant coordinator, Linda Greenwood, at (419) 259-3895. Thank you.

Sincerely,



Rob Portman  
United States Senator

SHERROD BROWN  
OHIO

COMMITTEES:  
AGRICULTURE, NUTRITION,  
AND FORESTRY  
APPROPRIATIONS  
BANKING, HOUSING,  
AND URBAN AFFAIRS  
VETERANS' AFFAIRS  
SELECT COMMITTEE ON ETHICS

# United States Senate

WASHINGTON, DC 20510

April 28, 2016

Secretary Anthony Foxx  
U.S. Department of Transportation  
1200 New Jersey Avenue, SE  
Washington, D.C. 20590

Dear Secretary Foxx:

As the Department of Transportation considers applications for the Transportation Investment Generating Economic Recovery (TIGER) grants, I would like to bring your attention to a proposal submitted by the Napoleon, Defiance, & Western Railway (ND&W).

The proposed \$11 million in track upgrades would improve 46 miles of railroad track between Woodburn, Indiana and Napoleon, Ohio. These track repairs will help return a rail line long ignored to a state of good repair. The current state of the tracks prevents shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Indiana. Similarly, rail users on the west end of the line cannot effectively use the CSX service through the ND&W's Defiance interchange.

If awarded funding, the proposed project would improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both Norfolk Southern and CSX. The improved line would be able to attract new businesses and investment to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. The proposed project would greatly enhance the economic development potential of the region.

ND&W has pledged significant financial resources to the project, making this a true public-private partnership.

This proposal deserves full and fair consideration. If you have any questions or concerns, do not hesitate to contact [stuart\\_zorn@brown.senate.gov](mailto:stuart_zorn@brown.senate.gov) of my staff.

Sincerely,



Sherrod Brown  
United States Senator

SB:sgz



October 27, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line**

Dear Secretary Chao:

The Ohio Department of Transportation is happy to support the Napoleon, Defiance, & Western Railroad (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Ind. and Napoleon, Ohio. We believe that the ND&W proposal clearly meets many of the TIGER program goals and objectives.

The nearly \$12 million in track upgrades will return a rail line long ignored by previous owners to a state of good repair. These track repairs will also help the ND&W enhance the safety of its operations by reducing derailments and providing a much safer track on which to operate.

The proposed project will enhance the economic competitiveness of the area. Currently track conditions on the ND&W prevent shippers on the east end of the line from using the ND&W's interchange with Norfolk Southern in Woodburn, Ind. Similarly, rail users on the west end of the line cannot effectively use CSX service through the ND&W's Defiance interchange. The problem is that track conditions in the long-out-of-service midsection of the line just cannot handle any substantial train loadings. The proposed project will improve the entire line to a condition that facilitates true competitive access for ND&W rail users to both NS and CSX.

The dual rail access that ND&W would be able to provide would impact shippers which employ over 2,000 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (which both serve the area's Campbell's facility), Lafarge, Systech Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials along the line would be able to tout the ND&W's dual rail access to attract new business to thousands of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn. With the mostly four-lane U.S. 24 highway as a front door, and dual rail access from the ND&W at the back door, the proposed project would greatly enhance the economic development potential of the region.

Finally, the ND&W will provide a substantial investment to match TIGER funds. The proposed project would truly be a public-private partnership.

Thank you for taking our views into consideration.

Sincerely,

A handwritten signature in black ink, appearing to read "Kirk Slusher".

Kirk Slusher, P.E.  
Deputy Director  
Ohio Department of Transportation District 1



## INDIANA DEPARTMENT OF TRANSPORTATION

100 North Senate Avenue  
Room N955  
Indianapolis, Indiana 46204

PHONE: (317) 232-1491  
FAX: (317) 232-1499

**Michael R. Pence, Governor**  
**Brandye L. Hendrickson,**  
**Commissioner**

April 8, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the Ohio/ND&W TIGER Application for  
the Revitalization of the ND&W Ohio & Indiana Rail Line.**

Dear Secretary Foxx,

The Ohio Department of Transportation & Ohio Rail Development Commission are jointly sponsoring a TIGER application for the Napoleon, Defiance, & Western Railway (ND&W) seeking funds to help with the revitalization of the ND&W rail line from Napoleon, Ohio to Woodburn, Indiana. The Indiana Department of Transportation (INDOT) supports the Ohio/ND&W application.

INDOT's support for the TIGER application is reflected in the 2015 INDOT Industrial Rail Service Fund 50/50 matching grant in the amount of \$90,986 that INDOT provided to the ND&W to improve its interchange with Norfolk Southern (NS) in Woodburn, Indiana. The INDOT grant fits with the proposed TIGER project.

One of the major benefits of the TIGER project would be that it would allow current and future rail users on the Indiana portion and eastern part of the line in Ohio to effectively interchange traffic with NS in Woodburn, Indiana and effectively interchange traffic with CSX in Defiance, Ohio. Currently, due to poor track conditions in Ohio, almost all ND&W traffic on the west end of the line must be interchanged in Woodburn with NS, and all of the traffic on the east end of the line must be interchanged with CSX in Defiance. The improvements included in the TIGER project would improve economic competitiveness by enabling dual rail connections for all ND&W rail users.

The public benefits of the proposed TIGER project on the ND&W would not be limited to shipper economics. The project would bring the ND&W line into a state of good repair and improve the safety of rail operations. The large share of costs the ND&W would provide, the TIGER project would be a true Public-Private Partnership.

Thank you for your consideration of INDOT's request.

Sincerely,

Michael D. Riley  
Manager, Rail Office  
Indiana Department of Transportation



# OHIO RAIL DEVELOPMENT COMMISSION

Mail Stop #3140, 1980 West Broad Street, Columbus OH 43223

John R. Kasich, Governor • Mark Policinski, ORDC Chairman

October 16, 2017

Elaine Chao  
Secretary of Transportation  
1200 New Jersey Ave. SE  
Washington, DC 20590

Dear Secretary Chao,

The Ohio Rail Development Commission is pleased to support the Maumee Valley Planning Organization (MVPO) proposed TIGER project to improve 46 miles of the Napoleon, Defiance, & Western Railway (ND&W) tracks between Woodburn, Indiana and Napoleon, Ohio.

The \$11 million track upgrades will leverage significant previous investment by ORDC into the line. ORDC has invested more than \$2 million in grant and loan funds into rehabilitating and improving infrastructure on the line since ND&W acquired it in 2013. The proposed project will enhance the economic competitiveness of the area, and will improve the entire line to a condition that facilitates the safe movement of goods via rail for companies on the line.

The dual rail access that ND&W would be able to provide would impact shippers that employ over 2,800 people in Ohio and Indiana including businesses such as Cloverleaf Cold Storage and Interstate Cold Storage (both of which serve the area's Campbell's facility), Lafarge, System Environmental, Johns Manville, Antwerp Equity, and Ag Plus. In addition, economic development officials would be able to tout the ND&W's improve dual rail access to attract new business to hundreds of acres of land in established industrial parks along the line in Napoleon, Defiance, Antwerp, and Woodburn.

The ND&W will provide an investment of approximately \$1,200,000 to match TIGER funds, making this project a true Public-Private Partnership.

Thank you for your consideration of this application.

Sincerely,

Matthew R. Dietrich  
Executive Director



[www.rail.ohio.gov](http://www.rail.ohio.gov)

phone: 614.644.0306

IMPROVING RAIL TODAY FOR TOMORROW'S ECONOMY



# GLYCERIN TRADERS

**DEFIANCE:**

815 Greenler St.  
Defiance, OH 43512  
419-782-2115  
419-715-5070 fax

**LAPORTE:**

3522 S.R. 104 (Stillwell)  
LaPorte, IN 46350  
219-369-1066 main office  
[www.glycerintraders.com](http://www.glycerintraders.com)

March 25, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary of Transportation  
1200 New Jersey Ave, S.E.  
Washington, DC 20590

**RE: Support for the ND&W TIGER Application for the Revitalization of the ND&W Ohio & Indiana Rail Line.**

Dear Secretary Foxx,

Glycerin Traders LLC is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We rely on the ND&W to move glycerin, methanol and vegetable oils in railcar tankers. The service ND&W has provided since it took over the line in 2012 has been vastly superior to the service provided by the former short line operator.

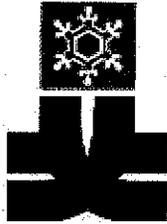
The main reason we support the TIGER application is that the improvement in ND&W track envisioned will open up competitive rail options for us. Currently, our service is basically limited to ND&W's interchange with the CSX in Defiance, OH. While this single option provides us with reliable rail service, having another Class I rail to connect with would help keep our rail rates down and open up new markets to us.

We believe that the fourteen jobs at our plant are desirable in our community because our wage scale is higher than the average job available in this part of northwest Ohio. The improved rail service and increased competitiveness resulting from the proposed TIGER project will enhance our ability to remain and grow our Defiance, Ohio business.

Thank you for considering our views.

Sincerely,

Vice President  
Glycerin Traders LLC



# INTERSTATE COLD STORAGE, INC.

Public Cold Storage Warehousing & Distribution

October 11, 2017

Elaine Chao  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

RE: Support for the ND&W TIGER Application  
for the Revitalization of the ND&W Ohio &  
Indiana Rail Line.

Dear Secretary Chao:

Interstate Cold Storage is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We rely on the ND&W to move frozen, refrigerated, and dry food products for further distribution. The service ND&W has provided since it took over the line in 2012 has been vastly superior to the service provided by the former short line operator.

The main reason we support the TIGER application is that the improvement in ND&W track envisioned will open up competitive rail options for us. Currently, our service is basically limited to ND&W's interchange with the CSX. While this single option provides us with reliable rail service, having another Class I rail to connect with would help keep our rail rates down and open up new markets to us.

The improved rail service and increased competitiveness resulting from the proposed TIGER project will enhance our ability to remain and grow our Napoleon, OH business.

Thank you for considering our views.

Sincerely,

Andrew Rausch  
Facility Manager

CORPORATE OFFICE  
4410 New Haven Ave.  
Fort Wayne, IN 46803  
(260) 428-2505  
fax (260) 428-2503

FORT WAYNE WEST  
6606 Lincoln Pkwy  
Fort Wayne, IN 46804  
(260) 432-3494  
fax: (260) 432-0221

FORT WAYNE EAST  
7725 Nelson Road  
Fort Wayne, IN 46803  
(260) 493-2541  
Fax: (260) 493-2470

NAPOLEON  
1 Interstate Drive  
Napoleon, OH 43545  
(419) 599-0510  
fax: (419) 599-1665

COLUMBUS I  
4350 Roberts Road  
Columbus, OH 43228  
(614) 876-1215  
fax (614) 876-8641

COLUMBUS II  
2400 Setterlin Drive  
Columbus, OH 43228  
(614) 771-6700  
fax: (614) 771-6925

R & L Enterprises  
21297 Kiser Rd.  
Defiance, Oh 43512  
419-782-3155

March 30, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary of Transportation  
1200 New Jersey Ave., SE  
Washington, DC 20590

RE: Support for NDV Indiana-Ohio Railroad  
Revitalization Project

Dear Secretary Foxx,

R & L Enterprises owns an active facility located adjacent to the track/right of way owned by the Michigan Southern Railroad Company d/b/a Napoleon, Defiance & Western Railway ("NDW"). While we are not currently utilizing freight rail service provided by the NDW, our company utilizes freight rail at other locations and we have the possibility of using NDW rail service in the future. As such, R & L Enterprises wishes to express its support for NDW's railroad revitalization project for which NDW is seeking a 2016 TIGER grant.

Access to viable freight rail service is critical to our company's success in the future. While we are unable to formally commit future rail shipments, as a rural area business, we are constantly reevaluating and making business changes to allow our business to continue to operate. Additional investment in cost-efficient infrastructure, which reduces costs for shippers, also increases the likelihood of us using NDW rail service in the future. Significant improvement of NDW's infrastructure could not only revitalize local communities, but also increase economic opportunities.

In closing, R & L Enterprises hopes that the Department of Transportation will seriously consider funding this project, because rural area businesses need more, not less, cost efficient transportation options to survive in this strenuous economy.

Sincerely,



Ray E. Plummer  
General partner  
R & L Enterprises

REP/dlp  
cc: Larry L. Plummer, partner



Mercer Landmark, Inc.  
426 West Market Street  
P.O. Box 328  
Celina, OH 45822  
Phone: (419) 586-2303  
Fax: (419) 586-8893

March 31, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

Re: Support for the ND&W TIGER Application for the Revitalization of the  
ND&W Ohio & Indiana Rail Line

Dear Secretary Foxx:

The Mercer Landmark Antwerp Location is happy to support the Napoleon, Defiance & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its' tracks between Woodburn, Indiana and Napoleon, Ohio. We have relied on the rail line to move corn, wheat and soybeans from our facility.

The main reason we support the TIGER application is that the improvement in ND&W track envisioned will open up competitive rail options for this facility. Currently, our service is limited to ND&W's interchange with the NS rail. While this single option provides us with reliable rail service, having another Class I rail to connect with would help keep our rail rates down and open up new markets to us.

The 4+ jobs at this plant are desirable, as jobs are hard to come by in a small NW Ohio town. The improved rail service and increased competitiveness resulting from the proposed TIGER project will enhance our ability to remain and grow our Antwerp location business.

Thank you for considering these views.

Sincerely,

A handwritten signature in cursive script that reads "Virgil Wilker".

Mercer Landmark, Inc.  
Virgil Wilker, CEO

Sincerely,

A handwritten signature in cursive script that reads "Susan Arend".

Mercer Landmark, Inc.  
Antwerp Location  
Susan Arend, Location Manager



**Systech  
Environmental  
Corporation**

**Byproducts into Resources**

April 4, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application  
for the Revitalization of the ND&W Ohio &  
Indiana Rail Line.**

Dear Secretary Foxx:

Systech Environmental Corporation is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We rely on the ND&W to move approximately 150 railcars of hazardous waste liquid per year. The service ND&W has provided since it took over the line in 2012 has been vastly superior to the service provided by the former short line operator.

Rail is a crucial mode of transportation for Systech Environmental Corporation to offer customers as it provides our only access to the national freight system. Having access to both the NS and CSX interchanges will continue to assure us competitive rail options and help us reach out to new markets.

As a rural area business, Systech Environmental Corporation has 14 employees that depend on continued operation of the NDW line. The improved rail service and increased competitiveness resulting from the proposed TIGER project will enhance our ability to remain and grow our Paulding, Ohio business.

Thank you for considering our views.

Sincerely,

Jeff Hunyor  
Site Manager  
Systech Environmental Corporation



March 28, 2016

Anthony Foxx  
Secretary of Transportation  
Office of the Secretary  
1200 New Jersey Avenue, S.E.  
Washington, D.C. 20590

**RE: Support for the ND&W TIGER Application  
for the Revitalization of the ND&W Ohio &  
Indiana Rail Line.**

Dear Secretary Foxx:

Campbell Soup Company is happy to support the Napoleon, Defiance, & Western Railway (ND&W) proposed TIGER project to improve 46 miles of its tracks between Woodburn, Indiana and Napoleon, Ohio. We rely on the ND&W to move tomato pasted and diced tomatoes into our manufacturing location. The service ND&W has provided since it took over the line in 2012 has been vastly superior to the service provided by the former short line operator.

The main reason we support the TIGER application is that the improvement in ND&W track envisioned will open up competitive rail options for us. Currently, our service is basically limited to ND&W's interchange with the CSX. While this single option provides us with reliable rail service, having another Class I rail to connect with would help keep our rail rates down and open up new markets to us.

We believe that the 1500 jobs at our plant are desirable in our community because our wage scale is higher than the average job available in this part of northwest Ohio. The improved rail service and increased competitiveness resulting from the proposed TIGER project will enhance our ability to remain and grow our Napoleon, OH business.

Thank you for considering our views.

Sincerely,



Alpay Culpan  
Campbell Soup Company  
1 Campbell Place  
Camden, NJ 08103