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PUBLIC VERSION

June 13, 2024

CSXT/PAR-64

VIA E-FILING

Cynthia T. Brown
Chief, Section of Administration
Surface Transportation Board
Office of Proceedings
395 E Street, SW
Washington, DC 20423

Re: **STB Docket No. FD 36472, CSX Corporation and CSX Transportation, Inc., et al.—Control and Merger—Pan Am Systems, Inc., Pan Am Railways, Inc., Boston and Maine Corporation, Maine Central Railroad Company, Northern Railroad, Pan Am Southern LLC, Portland Terminal Company, Springfield Terminal Railway Company, Stony Brook Railroad Company, and Vermont & Massachusetts Railroad Company**

Dear Ms. Brown:

CSX¹ respectfully submits this Errata correcting certain errors in CSX's biannual reports filed in this proceeding.

In *Decision No. 9*, the Board ordered that "CSX shall file, starting six months from the closing date of the Merger Transaction and then lasting for two years (after which time the Board will determine if reporting should continue), . . . [t]raffic volume by carload and ton-miles on the Patriot Corridor (i.e., the Northern Route), broken out by carrier account, haulage partner, and commodity at the 2-digit STCC level." *Decision No. 9*, slip op. at 53.

Pursuant to *Decision No. 9*, CSX submitted its first biannual report on December 1, 2022 (CSXT/PAR-58), its second biannual report on June 1, 2023 (CSXT/PAR-59), its third biannual report on December 1, 2023 (CSXT/PAR-61), and its fourth biannual report on May 31, 2024 (CSXT/PAR-63). Each of CSX's biannual reports included, as Attachment A, a spreadsheet

¹ The acronyms and defined terms used in this Errata are the same as those used in *Decision No. 9* in this proceeding, served by the Board on April 14, 2022, or in the Revised Application filed in this proceeding on July 1, 2021.

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containing “[t]raffic volume by carload and ton-miles on the Patriot Corridor (i.e., the Northern Route), broken out by carrier account, haulage partner, and commodity at the 2-digit STCC level.” *Decision No. 9*, slip op. at 53.

CSX recently became aware of certain errors in Attachment A to each of CSX’s biannual reports. In the first biannual report, the net ton-miles (“NTMs”) in the PAS carrier account incorrectly listed the total NTMs in all carrier accounts over the line segment, rather than only the NTMs in the PAS carrier account. Additionally, in the second, third, and fourth biannual reports, the carload figures in the PAS carrier account incorrectly listed the actual total figures, as reflected in slight discrepancies between the overall carload totals by carrier account and by commodity.

CSX has corrected these errors in Attachment A to each biannual report. For each of CSX’s biannual reports, enclosed is a revised version of Attachment A and a redline to the version that CSX previously filed.

Please contact me with any questions.

Respectfully submitted,

/s/ Anthony J. LaRocca

Anthony J. LaRocca

Peter W. Denton

Sally Mordi

*Attorneys for CSX Corporation and
CSX Transportation, Inc.*

Enclosures

cc: Louis E. Gitomer
All parties of record

BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36472

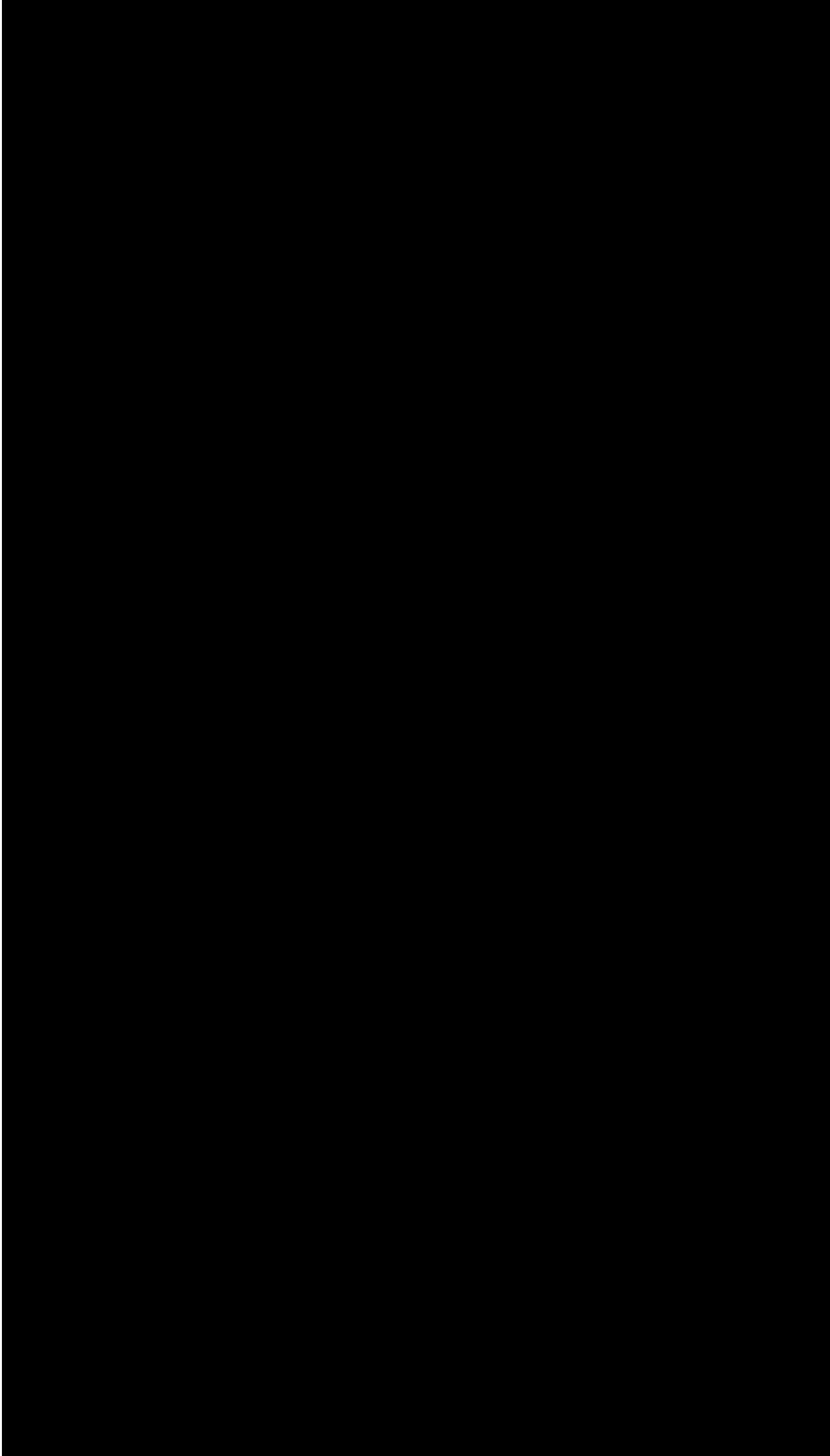
CSX CORPORATION AND CSX TRANSPORTATION, INC., ET AL.
—CONTROL AND MERGER—
PAN AM SYSTEMS, INC., PAN AM RAILWAYS, INC., BOSTON AND MAINE
CORPORATION, MAINE CENTRAL RAILROAD COMPANY, NORTHERN RAILROAD,
PAN AM SOUTHERN LLC, PORTLAND TERMINAL COMPANY, SPRINGFIELD
TERMINAL RAILWAY COMPANY, STONY BROOK RAILROAD COMPANY, AND
VERMONT & MASSACHUSETTS RAILROAD COMPANY

ERRATA TO CSX'S FIRST BIENNIAL REPORT

CSX's First Biannual Report

Revised Attachment A

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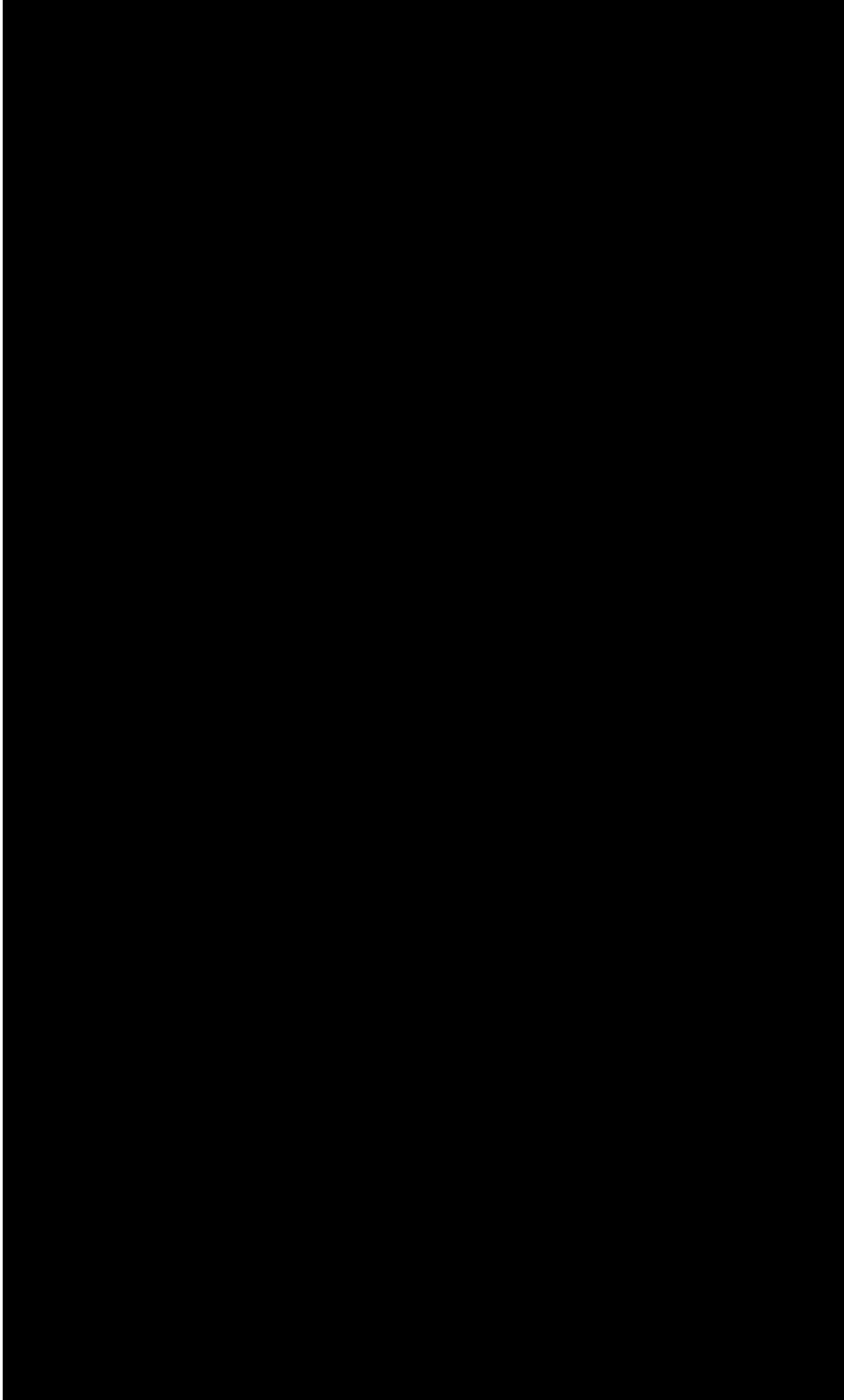


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CSX's First Biannual Report

Redline of Attachment A

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BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36472

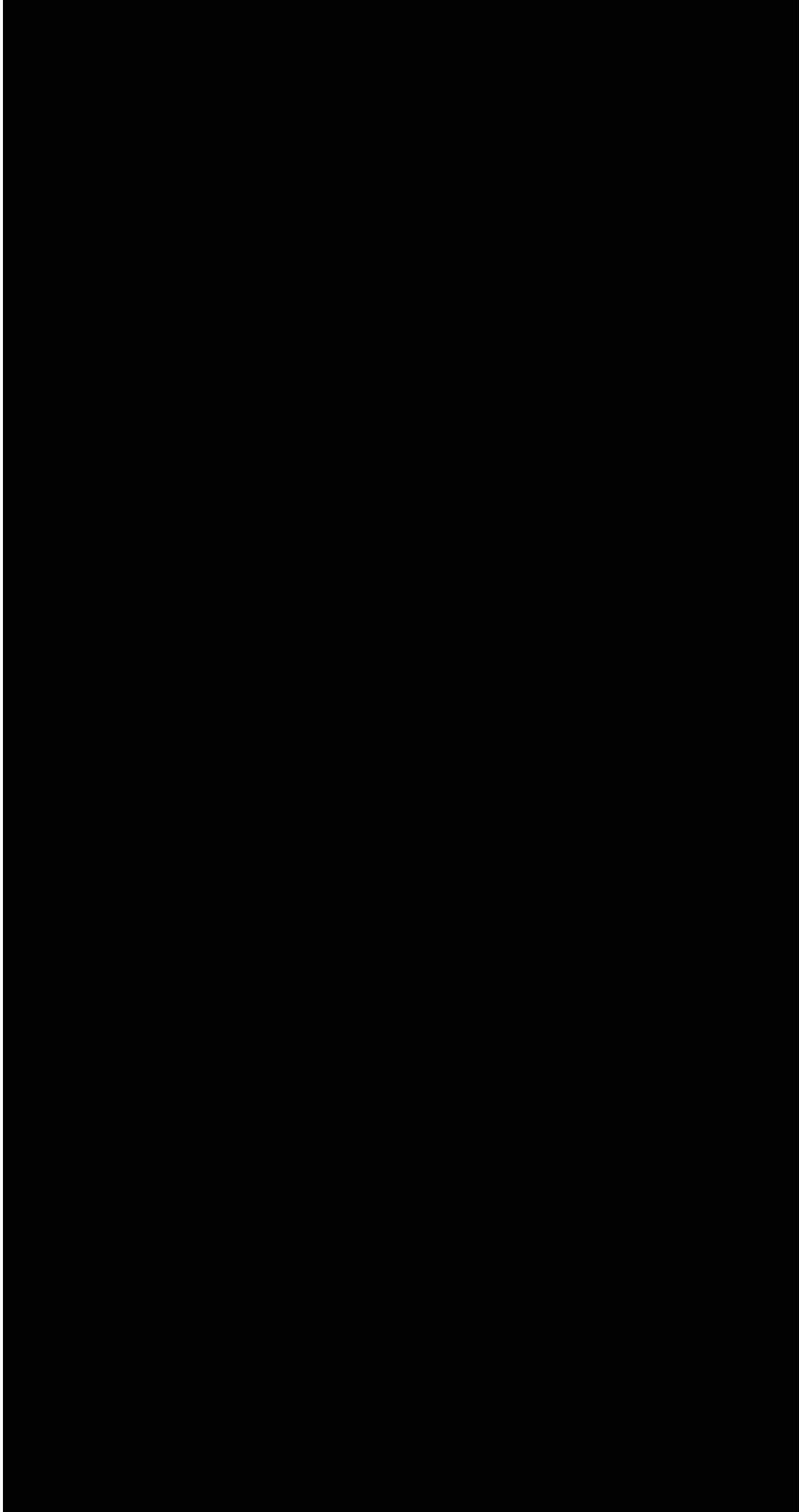
CSX CORPORATION AND CSX TRANSPORTATION, INC., ET AL.
—CONTROL AND MERGER—
PAN AM SYSTEMS, INC., PAN AM RAILWAYS, INC., BOSTON AND MAINE
CORPORATION, MAINE CENTRAL RAILROAD COMPANY, NORTHERN RAILROAD,
PAN AM SOUTHERN LLC, PORTLAND TERMINAL COMPANY, SPRINGFIELD
TERMINAL RAILWAY COMPANY, STONY BROOK RAILROAD COMPANY, AND
VERMONT & MASSACHUSETTS RAILROAD COMPANY

ERRATA TO CSX'S SECOND BIENNIAL REPORT

CSX's Second Biannual Report

Revised Attachment A

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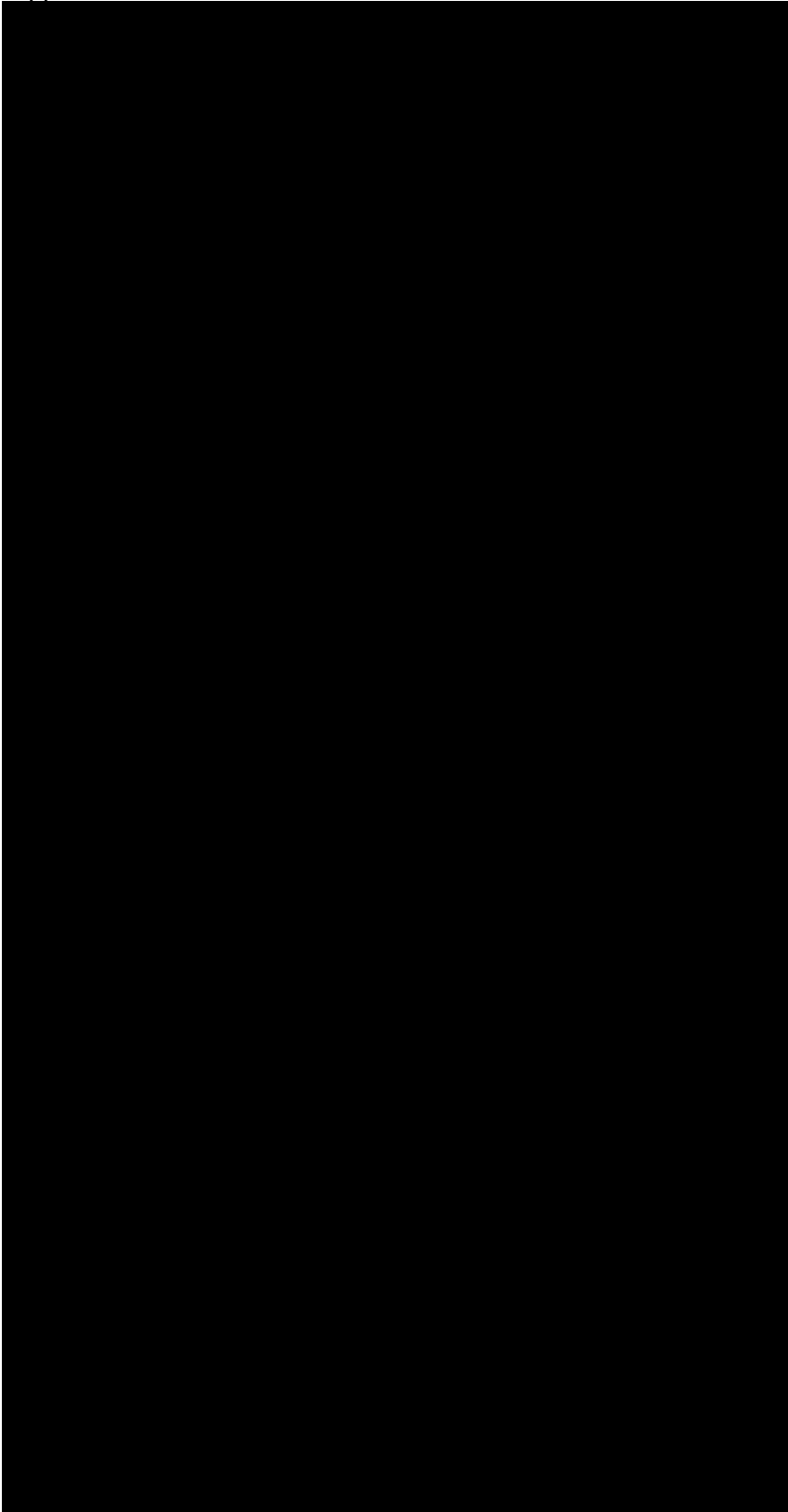


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CSX's Second Biannual Report

Redline of Attachment A

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BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36472

CSX CORPORATION AND CSX TRANSPORTATION, INC., ET AL.

—CONTROL AND MERGER—

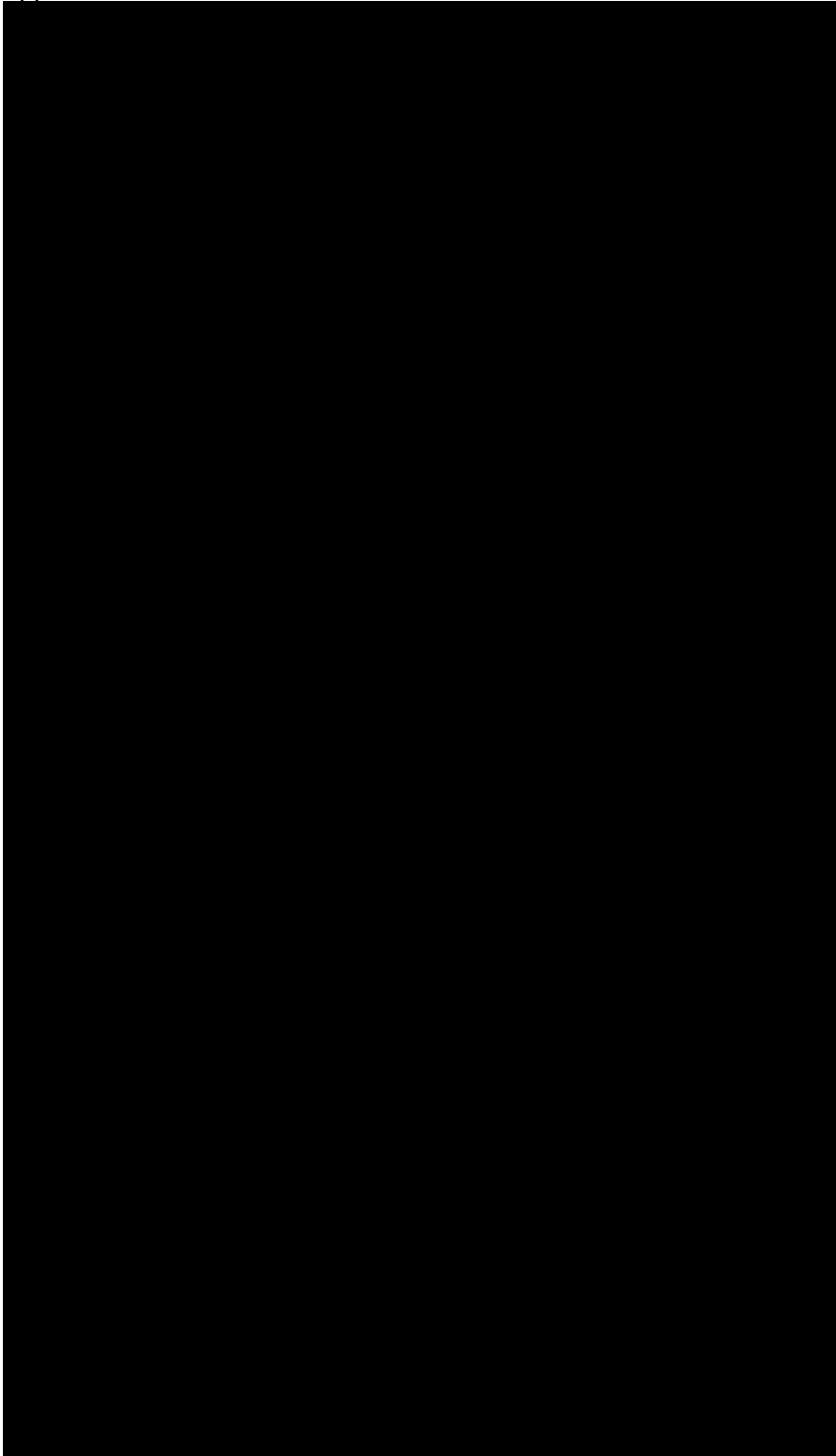
PAN AM SYSTEMS, INC., PAN AM RAILWAYS, INC., BOSTON AND MAINE
CORPORATION, MAINE CENTRAL RAILROAD COMPANY, NORTHERN RAILROAD,
PAN AM SOUTHERN LLC, PORTLAND TERMINAL COMPANY, SPRINGFIELD
TERMINAL RAILWAY COMPANY, STONY BROOK RAILROAD COMPANY, AND
VERMONT & MASSACHUSETTS RAILROAD COMPANY

ERRATA TO CSX'S THIRD BIENNIAL REPORT

CSX's Third Biannual Report

Revised Attachment A

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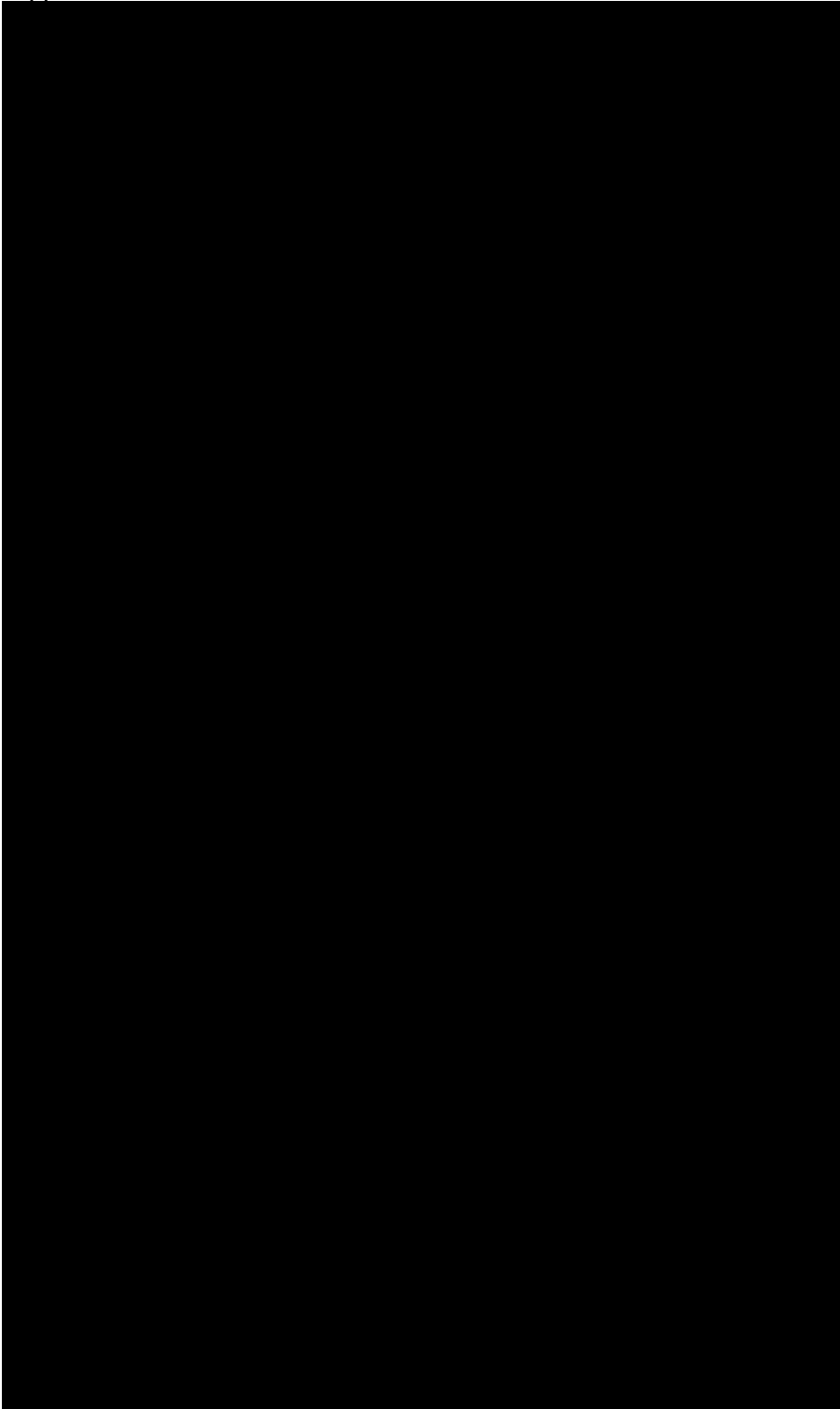


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CSX's Third Biannual Report

Redline of Attachment A

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BEFORE THE
SURFACE TRANSPORTATION BOARD

DOCKET NO. FD 36472

CSX CORPORATION AND CSX TRANSPORTATION, INC., ET AL.
—CONTROL AND MERGER—
PAN AM SYSTEMS, INC., PAN AM RAILWAYS, INC., BOSTON AND MAINE
CORPORATION, MAINE CENTRAL RAILROAD COMPANY, NORTHERN RAILROAD,
PAN AM SOUTHERN LLC, PORTLAND TERMINAL COMPANY, SPRINGFIELD
TERMINAL RAILWAY COMPANY, STONY BROOK RAILROAD COMPANY, AND
VERMONT & MASSACHUSETTS RAILROAD COMPANY

ERRATA TO CSX'S FOURTH BIENNIAL REPORT

CSX's Fourth Biannual Report

Revised Attachment A

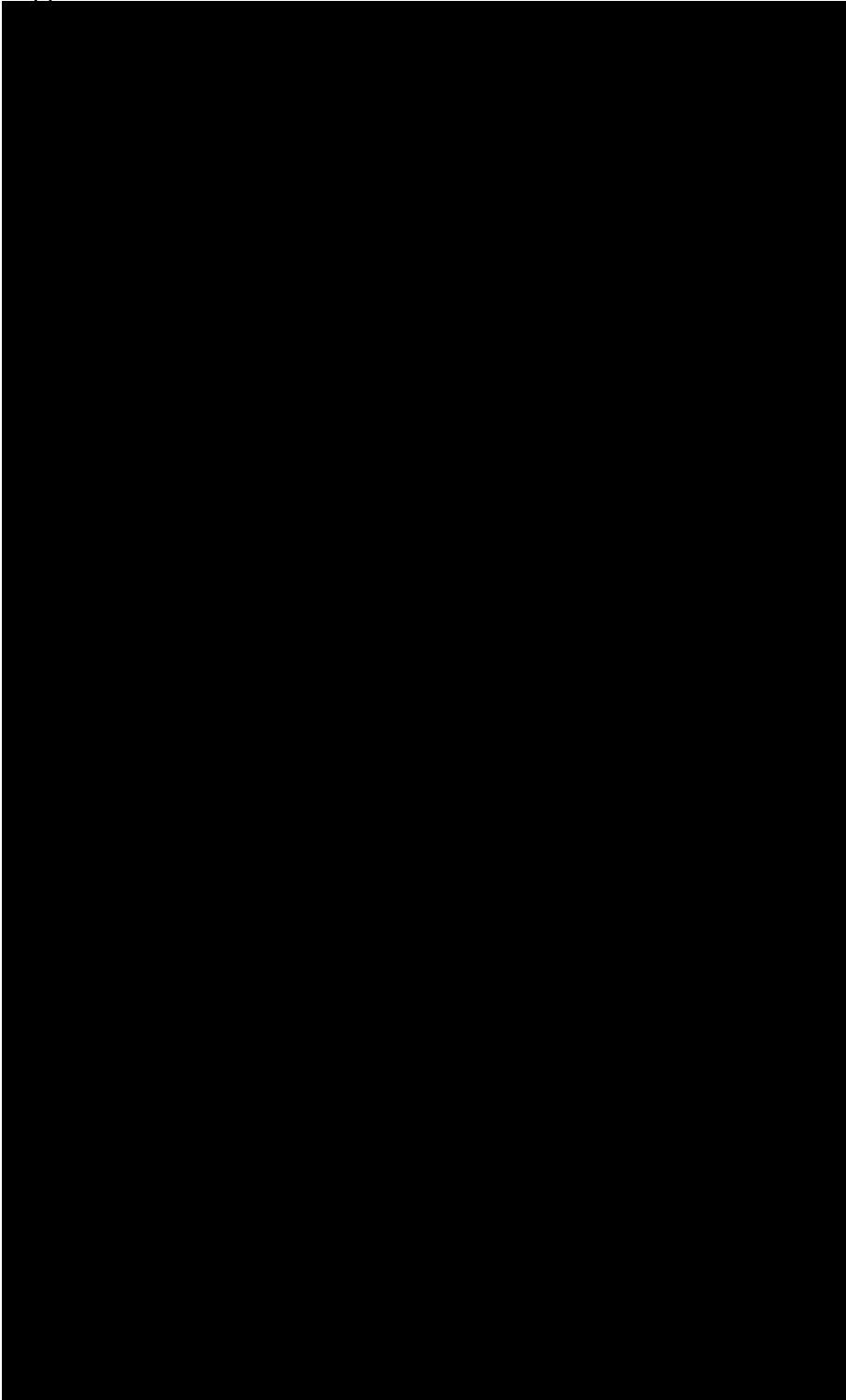
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CSX's Fourth Biannual Report

Redline of Attachment A

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VERIFICATION

I, Michael Clements, Director - Short Line Development of CSX Transportation, Inc., declare under penalty of perjury that the forgoing is true and correct. Further, I certify that I am qualified and authorized to file this Verification.

/s/ Michael Clements

Michael Clements

Executed on June 13, 2024.

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Errata in Docket No. FD-36472, *CSX Corporation and CSX Transportation, Inc.—Control and Merger—Pan Am Systems, Inc., Pan Am Railways, Inc., Boston and Maine Corporation, Maine Central Railroad Company, Northern Railroad, Pan Am Southern LLC, Portland Terminal Company, Springfield Terminal Railway Company, Stony Brook Railroad Company, and Vermont & Massachusetts Railroad Company*, to be served electronically or by first class mail, postage pre-paid, on all parties of record in this proceeding.

/s/ Sally Mordi

Sally Mordi
*Attorney for CSX Corporation and
CSX Transportation, Inc.*

June 13, 2024