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Surface Transportation Board
Office of the Chief Counsel
395 E Street SW
Washington, DC 20423

Re: Proposed UP-NS Merger, Docket No. FD 36873

To Whom it May Concern:

My name is Bill Coomer, and I own several businesses here in Ohio, including manufacturing, textile, and storage facilities. Each of these operations depends on reliable, affordable freight rail to keep materials moving in and products moving out. Whether it's raw materials for our textile work, parts for manufacturing, or goods moving in and out of storage, rail is the backbone of our supply chain.

That's why I am deeply concerned about the proposed merger between Union Pacific and Norfolk Southern. As someone who has run businesses across different industries, I know firsthand what happens when rail competition is reduced. Service slows, costs rise, and delays cascade across every part of the supply chain. Large corporations may be able to absorb those disruptions, but small and mid-sized businesses like mine are often the ones left to carry the burden.

If this merger is approved without strict safeguards, Union Pacific and Norfolk Southern would effectively create a near-duopoly in freight rail. History has shown that less competition leads to higher shipping costs—and those costs don't stop with business owners. They inevitably filter down to consumers, forcing families to pay more for everyday goods and services.

Ohio's economic health depends on competition that keeps shipping affordable and supply chains strong. From manufacturers to farmers to retailers, and ultimately to families, we all feel the impact when railroads fail to deliver. I urge the Board to carefully examine this proposal and ensure that any merger fully protects competition, safeguards service reliability, and prioritizes the long-term stability of communities and businesses across Ohio.

Sincerely,

Bill Coomer
Piqua, Ohio

Cc: Parties of Record, Small Business Administration, and United States Department of Justice