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CSXT-37

VIA E-FILING

Chief of Case Administration
Office of Chief Counsel
Surface Transportation Board
395 E Street, SW
Washington, DC 20423-0001

Re: **STB Docket No. FD 36836, Norfolk Southern Corporation & Norfolk
Southern Railway Company—Acquisition of Control—Norfolk &
Portsmouth Belt Line Railroad Company**

Dear Chief of Case Administration:

Enclosed please find a letter in regard to the application filed by Norfolk
Southern Corporation and Norfolk Southern Railway Company in the above-
referenced proceeding from the following party:

- Charles Brown, Former Vice-Mayor, City of Suffolk, VA

Respectfully submitted,

/s/ Peter W. Denton

Peter W. Denton
Attorney for CSX Transportation, Inc.

Enclosures

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

Re: STB Docket No. FD 36836 – Norfolk Southern's Application to Control NPBL

Dear Ms. Brown,

I write this letter from a different perspective—one shaped by decades on Suffolk City Council and a career grounded in mathematics, physics, and an educator in infrastructure planning. When I first began serving on council, the primary way to understand your constituents was by walking neighborhoods, sitting in living rooms and on front porches, and listening directly to the concerns of the people. In Suffolk communities such as Jericho and Hollywood neighborhoods, the issue raised most often was trains cutting through middle-class Black and Brown neighborhoods with little regard for the residents who lived there.

For years I heard the same complaints: trains running on lopsided schedules, extremely loud noise, coal dust and soot, and speeds so high that homes would literally shake. Many of the residents affected were elderly or lacked the economic means to relocate. They had no choice but to endure it.

As one of the few African Americans elected to Suffolk City Council—and the only member with a math and physics background combined with experience teaching infrastructure logistics at the Newport News Shipyard Apprentice School—I was often the person asked to bridge the gap between Norfolk Southern and the community. I spent years attempting to work with the railroad to address concerns. At times we made progress, such as temporary securing covered cars for coal trains or pushing for more reasonable schedules and reduced horn noise during overnight hours. But those improvements rarely lasted. Too often, we found ourselves right back where we started.

I served Suffolk city council for 20 years and have been off council for more than a decade, yet the same railroad issues still burden our communities. So, I was deeply concerned to hear that Norfolk Southern is now seeking full control of the Norfolk & Portsmouth Belt Line—effectively blocking CSX from fair access. Immediately, I questioned how Norfolk Southern could believe it appropriate to assume complete control of a line running directly through communities of color when, for decades, they have not consistently addressed the issues those communities have raised.

While more trains on the tracks is a realistic possibility when two companies share access, the clear difference is this: CSX has taken time to hear from our neighbors. If CSX is granted equal access, our communities will at least have a partner willing to engage, communicate, and work toward solutions. My hope is that CSX will continue to

involve community representatives—people from Suffolk who understand firsthand the impact of these decisions—and help develop balanced, responsible approaches to rail traffic in our city.

Shared access also ensures that when disagreements arise between the two companies, the Surface Transportation Board can step in, with input from local stakeholders and community members, to make decisions in the public's best interest. That balance matters.

I have lived in Suffolk for decades, and I understand the importance of infrastructure to our economy and to the Port. Trucks and trains will always play a role in moving freight. But I also believe that with fair access for CSX, we can reduce excessive truck traffic on community roads and work toward a more balanced and community-conscious train schedule.

I hope this letter give you historical insight and you take these words in strong consideration as you make your decision.

Warm Regards,



Mr. Charles Brown
Former Vice-Mayor, City of Suffolk, VA

CERTIFICATE OF SERVICE

I hereby certify that I have caused this Letter in Docket No. FD 36836 to be served electronically or by first class mail, postage pre-paid, on the Secretary of Transportation, the Attorney General of the United States, Administrative Law Judge Jenifer Soulikias, Applicants' representative, William Mullins, and all parties of record in this proceeding.

/s/ Jensen Matsuda

Jensen Matsuda
Attorney for CSX Transportation, Inc.

December 22, 2025