



Brotherhood of Railroad Signalmen

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Office of Chief Counsel
April 9, 2026
Part of
Public Record

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RE: Docket No. FD 36909, TransloadX Railroad Company, Inc.—Acquisition and Operation
Exemption—CSX Transportation, Inc.

Comments of the Brotherhood of Railroad Signalmen

The Brotherhood of Railroad Signalmen (BRS) is filing comments concerning the above-referenced docket that was printed in the April 2, 2026, Federal Register (Page No. 16807). The BRS is the duly recognized collective bargaining representative for roughly 10,000 signal employees who are responsible for inspection, installation, construction, repair, and maintenance of all signal systems and highway-rail grade crossings on all Class I railroads and various other Carriers in the United States. Our membership has a vested interest in the aforementioned acquisition, which affects the safety of our members, local residents, railroad employees, equipment, and commodities, as well as the environment.

“TransloadX Railroad Company, Inc. (TransloadX–RR), a noncarrier, has filed a verified notice of exemption...to lease and operate two lines of railroad from CSX Transportation, Inc. (CSXT), totaling approximately 37.1 miles (the Lines). The Lines consist of (1) approximately 18.3 miles of CSXT's Augusta Branch, which extends from Waterville, Me. (MP WVT 0.7), to Augusta, Me. (MP WVT 19.0) in Kennebec County, Me., and (2) approximately 18.8 miles of CSXT's Bucksport Branch, which extends from Bangor, Me. (MP WVB 0.2), to Bucksport, Me. (MP WVB 19.0), in Penobscot and Hancock Counties, Me..”

The BRS submits these comments in strong opposition to the Verified Notice of Exemption filed by TransloadX–RR. Let the record be clear: this is not a routine short-line transaction. This is a post-acquisition divestiture of Pan Am infrastructure by CSX, carried out while employees remain under active New York Dock protections, and dressed up as a “minor” exemption filing to avoid scrutiny. CSX stood before this Board in 2022 and justified the acquisition of Pan Am Railways based on service improvements, investment, and integration. Four years later, CSX is attempting to walk away from portions of that system, shifting responsibility to a short-line operator with no demonstrated capability in this record. This is not what was presented to the Board, this is not what was approved, and it should not be permitted under an exemption.

The lines at issue were part of the Pan Am system acquired by CSX in 2022, subject to New York Dock labor protections. This transaction would remove 23 highway-rail grade crossings maintained by highly skilled BRS employees who perform scheduled testing, maintenance, and repairs. The transaction would transfer covered work away from employees who remain within the protected period, thereby undermining the labor protections afforded to them. This consequence is not merely incidental; it represents the displacement of work that was explicitly protected under previous agreements and regulatory decisions. By proceeding with this exemption, the established safeguards for employees are compromised, eroding the protections that were put in place to ensure job security and fair working conditions.

CSX did not acquire Pan Am to dismantle it, yet that is exactly what is occurring. Within four years of the transaction, these lines have not been developed as promised. Instead, they are being offloaded to a third party. Responsibility for infrastructure and service is being abandoned, not fulfilled. Even more troubling, the condition of the infrastructure reflects a pattern of neglect rather than investment. On the Bucksport Branch, 17 highway-rail grade crossings have been taken out of service and stripped of parts to support other locations. In practical terms, components have been removed from one set of crossings to keep others functioning, robbing Peter to pay Paul. This is not maintenance. This is cannibalization of the system. It directly contradicts the commitments made during the Pan Am acquisition, where CSX represented that it would improve infrastructure, enhance reliability, and invest in the system. Instead, the record now reflects deferred investment, degraded infrastructure, and asset stripping to sustain operations elsewhere.

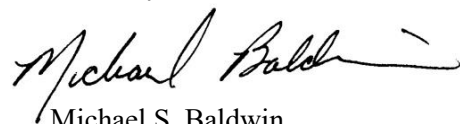
This raises a fundamental issue of credibility: Did CSX ever intend to maintain and invest in these lines, or were they always assigned for disposal once regulatory approval was secured? The Board should not ignore the obvious: the timing, the lack of development, the physical condition of the assets, and the abrupt shift to divestiture. This is a failure of execution at best, and a misrepresentation of intent at worst.

The BRS is not asserting that this transaction constitutes a “major transaction” under 49 CFR, Part 1180. However, the existence of active labor protections and the direct removal of covered work from protected employees create a material issue requiring Board clarification. Specifically, the Board should determine: (1) whether New York Dock protections continue to apply to work associated with these lines notwithstanding their proposed transfer; (2) whether this transaction triggers additional labor-protective obligations; and (3) whether CSX may transfer these lines free of further labor review while protections from the Pan Am acquisition remain in effect. Absent such clarification, approval of this exemption risks undermining the labor protections imposed by the Board in the prior proceeding.

The BRS strongly urges the Board to recognize that each divested portion of railroad assets has the potential to adversely affect the workforce, as we have stated in several filings. This transaction is a retreat from Pan Am acquisition commitments, an erosion of New York Dock protections, a demonstrable failure to maintain infrastructure, and a transfer of safety responsibility without demonstrated capability. For the foregoing reasons, the BRS respectfully requests that the Board clarify the applicability and continuing effect of New York Dock labor protections as they relate to this transaction and determine whether additional labor-protective proceedings or conditions are required before the transaction may proceed. In the alternative, stay or defer effectiveness of the exemption until those issues are resolved.

If you have any questions, please contact my office at 540.622.6525.

Sincerely,

A handwritten signature in black ink, appearing to read "Michael Baldwin", with a stylized flourish at the end.

Michael S. Baldwin
President

cc: Parties of Record